

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 49.]

SATURDAY, DECEMBER 9, 1871.

[WHOLE NO. 1,859 VOL. XLIV.

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 9, 1871.

New Bedford and Taunton Railroad.
The annual meeting of the stockholders of this company was held in New Bedford on the 4th inst. The old board of directors was unanimously re-elected; and at a subsequent meeting of the directors Hon. Joseph Grinnell was rechosen president, and Lawrence Grinnell treasurer. The former has filled the presidency for thirty-three years, and the latter has been treasurer for twenty-six years.

The gross receipts of the corporation the past year were \$262,224 22; total expenses \$219,945.97; net earnings \$42,578 25. There has been expended during the year, for new locomotives \$16,000; new passenger and baggage cars \$8,044 27; new freight cars \$7,889 81.

The proposals for the new seven per cent. currency loan of the Boston and Albany Railroad corporation were opened on the 5th inst. Bids were made for \$6,000,000 at rates reported to range from 2 to 5½ per cent. premium. The awards were made for the desired amount—\$1,500,000. The bonds are to run for twenty years from the first of next February.

The Concord Railroad Company have just purchased the right to use "Miller's Patent Platform," and will put it on its cars at once.

THE MONTH OF DECEMBER OPENS WITH LARGE SALES OF NORTHERN PACIFIC SEVEN-THIRTIES, which we recommend to our friends and the public generally as among the Safest and Most Profitable Securities on the market.

Of Northern Pacific Railroad 7-30 gold bonds, now selling at par, in currency: \$1,000 will buy \$1,000 00
1,000 Seven-Thirty gold bonds will yield, in ten years, in gold 730 00
\$1,730 00

If the computation be made to cover twenty years instead of ten, the showing is still more strikingly in favor of the Seven-Thirties.

It is also practically certain that even at the end of ten years a 7-30 Northern Pacific Bond will stand at least 10 per cent. higher in the market than a six per cent. Gold Bond equally secured.

The first mortgage 7-30 gold bonds of the Northern Pacific Railroad, bought at par in currency, are a much more profitable investment—that is, are cheaper—than

1 United States Five Twenties at..... 114
2 " " New Fives at..... 111
3 Railroad or Municipal 6 per cent. gold bonds at..... 95
4 " " " " " 92
5 " " currency " 90

Northern Pacifics have Thirty Years to run, are exempt from U. S. taxation, are issued in denominations from \$100 to \$10,000, and are secured not only by the Road and its earnings, but by 50,000,000 acres of Land, worth at Government valuation \$125,000,000.

No Bond could be more secure.

JAY COOKE & CO.,
New York, Philadelphia & Washington.

The certificate of incorporation of the Baltimore, Pittsburgh and Continental Railroad, from the east line of Ohio, in Columbiana county, to the west line, in Mercer county, capital stock \$1,000,000, was filed in the office of the Secretary of State, at Columbus, Ohio, on the 28th ultimo. This is the part of the Pittsburgh and Chicago extension of the Baltimore, Connellsburg and Pittsburgh Railroad.

Railroad Progress, 1870 to 1871.

The following returns show the changes in the mileage and cost of railroads in the sections specified below, from the close of 1870 to the close of 1871.

The RAILROAD JOURNAL, in its annual tables for the year 1870, gives the following as the approximate statistics relating to the railroads then existing:

SECTIONS AND STATES.

	Miles.	Cost.
New England—Maine, N. Hamp., Vermont, Massachusetts, Rhode Island and Connecticut.	4,506.49	\$199,658,090

Middle States—N. York, N. Jersey, Penn., Delaware, Maryland and W. Virginia.	11,300.62	680,580,976
--	-----------	-------------

Southern States—Virginia, N. Carolina, South Carolina, Georgia and Florida.	6,155.70	174,519,582
---	----------	-------------

Gulf and S. W. States—Ala., Miss., La., Texas, Arkansas, Tenn. and Kentucky.	6,201.25	217,848,686
--	----------	-------------

Total (24 States)	28,164.06	\$1,272,116,834
Average cost of railroads per mile..		\$45.169

An approximate estimate recently completed and keeping in view the changes to be made up to Dec. 31, 1871, gives the following results:

SECTIONS.	Miles.	Cost.
New England	4,982.65	\$232,632,236
Middle States	12,321.31	783,061,509
Southern States	6,567.07	189,584,40
Gulf and S. W. States..	7,009.52	245,237,434

Total	30,880.55	\$1,451,515,809
Average cost of railroads per mile.		\$47.186

The increase of mileage and cost in the year is shown in the following deductions:

SECTIONS.	Miles.	Cost.
New England	476.16	\$33,974,146
Middle States	1,020.69	102,471,538
Southern States	411.37	15,084,848
Gulf and S. W. States..	808.20	27,888,748

Total increase	2,716.49	\$179,899,275
Average cost of increased mileage per mile.		\$66,058

This increased cost per mile, however, is only apparent, as much of it undoubtedly belongs to expenditures on old lines and the large increase of equipment which most of the great lines have

made during the year. It is scarcely probable that the new roads on an average have cost more than \$45,000 per mile, varying of course in different localities and in the quality of the roadway, appurtenances and rolling stock. It must also be taken into consideration that the cost as above given embraces a large mileage in progress, the cost of which is not separated in the published accounts. And yet the apparent increase in cost during the year is only at this rate on all the roads of \$2,104, an amount easily consumed in improvements, and rolling stock, and far below the amount of extraordinary expenses on the great through lines, the increasing traffic on which has been accompanied by enlarged demands for increased facilities and accommodation. It is impossible, however, to trace the constant out-go for these purposes; and we feel satisfied of the material accuracy of the very elaborate tables compiled by us, of which the above summary gives the great result. The states of the northwest and west will no doubt show even a larger increase in both mileage and cost proportionately to the extent of their systems. That the sections referred to have now at least as many miles of railroads as are found to exist in the 24 states above summarized, we have no doubt; nor have we the least doubt that were it possible to obtain the statistics of all the railroads in the United States that the sum of them would range from 63,000 to 65,000 miles. In 1860 the population of the United States was 31,484,466, and the length of railroads 31,769, or about 1000 persons to each mile of railroad. In 1870 the population was 38,688,180, and at close of the year the length of railroads was 54,335 miles, or about 700 persons to each mile of railroad. That the population does not increase in the same ratio as mileage is thus certain, and that the breach has widened during the past year is not to be doubted. Notwithstanding this fact most of our railroads are constantly increasing their traffic and making enlarged earnings. Steam power, indeed, is now the great producer and carrier. Man is simply its guardian and guide.

Western Railroad of Alabama.

We have received the Report of this Company for the first fiscal year ending August 31, 1871, from which we learn that under the resolutions of the stockholders of the Western Railroad Company, and the stockholders of the Montgomery and West Point Railroad Company, the entire line of railroad from Selma to West Point, and the branch road from Opelika to Columbus, became the Western Railroad of Alabama, on the 1st of September, 1870. The receipts of the road have been:

From passengers.....	\$265 283 83
From freights.....	391,739 33
From mail pay.....	11,152 06

Total	\$668,175 22
The expenses of operating the road have been.....	443,023 19

Leaving net income..... \$225,152 03—which has provided for the interest on the debt of the company.

At the time of the purchase, the road to Selma was not entirely completed, the bridge over the Alabama river being unfinished. It was, however, completed and the road opened early in December.

The cost of the road from Montgomery to Selma, 44 miles in length, was.....	\$1,455,402 42
Including interest on debt, discount on bonds, and all expenses up to September 1st, and deducting from it the amount of earnings during the progress of the work. From which deduct the proceeds of the donation of \$117,000 of Selma and Meridian Railroad bonds made by the State to aid in building the road	81,800 00
And the actual cost to the company is shown by the books to be.....	\$1,373,602 42
Which was provided for by capital stock.....	364,100 00
Cash paid out.....	1,009,502 42
	\$1,373,602 42
To provide for the payment of what was due for building the road, after exhausting the proceeds of the first mortgage bonds for \$600,000, and to pay the floating debt of the Montgomery and West Point Railroad Company. The second mortgage bonds of the Western Railroad Company for \$1,200,000 were issued, bearing interest at 8 per cent., dated September 15th, 1870, and payable on October 1st, 1890. These bonds have been disposed of as follows:	
There was deposited with the Central Railroad Bank in Savannah to be given in exchange for the second mortgage bonds of the Montgomery and West Point Railroad Company.....	\$250,000 00
Deposited with John P. King, agent, to take up \$150,000 of the bonds of the Montgomery and West Point Railroad Company due January 1st, 1873	\$150,000 00
We have on hand.....	13,000 00
And have sold.....	787,000 00
	\$1,200,000 00

The \$787,000 of bonds were sold so as to net the company a fraction less than 90c. and netted the sum of.....

Which paid up the balance due for building the road to Selma... \$409,502 42

Debt due the State of Alabama..... 71,000 00—480,502 42

Leaving a balance of \$226 469 96—which was appropriated to pay the floating debt of the Montgomery and West Point Railroad Company.

Upon reference to the financial condition of the company, which is shown by the general statement herewith submitted, you will see that a floating debt has been created, amounting to \$375,424 05—which has been unavoidable. Upon an examination of the Montgomery and West Point Railroad it was found that the old flange rail, on the main line of the road, between Montgomery and West Point, which has been in use for twenty years, having been laid down on the first opening of the road in 1850, was so completely worn out that trains could not be passed over it with safety. When the repairs were begun it was hoped that the portion of it which had been re-laid with new stringers, within the last three years, might be retained for a year longer, but it was found that, even on this, the iron would not sustain the trains. Scarcely a week passed without having two or three trains off the track, breaking up our rolling stock and damaging freights, and the alternative was presented of thoroughly rebuilding the road, and creating a debt to do it, or working on its dilapidated and worn out condition, and, by some serious accident on our passenger trains, utterly bankrupt the company; for, in the event of any injury inflicted on passengers, with the road so

unsafe, we could have made no defense against claims for the heaviest damages.

Within the year the main road has been put in such thorough repair, as to make it now fully equal in condition to the best of Southern roads. Thirty-eight miles of new rails have been laid down, bridges and culverts repaired, and on the flat and swampy lands on the lower end of the road, 30 miles ballasted. On the Columbus branch which was opened in 1855, and which was laid with a heavier flange rail than the rail on the main line, four miles of new rails, beginning at the Columbus bridge, have been laid down, and with the good flange rails taken up, the remainder of the branch road has been put in as good condition as it can be with the iron now on it. It must, however, all be relaid within the next two years, and as much sooner as the means of the company will warrant. We have now on hand 355 tons of old rails, which will be re-rolled in Atlanta, as soon as we can spare the money to meet the expense.

The amount expended in rebuilding, repairing and improving the road has been:

For 3,860 tons iron laid on 42 miles of road, which has cost the company a fraction less than \$60 per ton.	\$197,675 05
109,200 new cross-ties laid on the 42 miles, 50 cents each.....	54,600 00
Work of relaying new iron, and ballasting track.....	25,200 00
Spikes \$200 per mile	8,400 00
3½ miles new side tracks, and fitting up track at Opelika.....	10,000 00
Ballasting 30 miles of track on lower end of road	30,000 00
Cost of 18 Dooley Switches put in place of old frogs	2,160 00
New buildings erected on line of road and in Selma	6,250 00
Repairing and rebuilding bridges, culverts, etc., etc.....	12,000 00

\$346,285 05

An examination of the road will satisfy you that, although the amount appears to be large, it has been judiciously expended, for the road is now in a better condition than it ever has been. Beginning without means, it dragged slowly along, and the first portion of it opened for use from Montgomery to Franklin, was worn out before it could be extended beyond that point. From 1855 to 1861, it gradually worked up, paying dividends to its stockholders, and improving year by year in condition.

Utterly ruined at the close of the war, by the destruction of its property, it has been a hard struggle to keep up and run the road, and if I could have foreseen the difficulties and embarrassments to be encountered in sustaining it, when the war closed, I would have urged its sale. I hope it has seen the worst, and that it will steadily continue to improve in value as a property, and in condition as part of the great East and West line connecting the Southern Atlantic cities of Savannah and Charleston with the South-west. New roads are being constructed which will compete with it for the business which it has heretofore had a monopoly of, and others are being built which will bring in to it a new business, and, upon carefully looking at its surroundings, I see no reason why our income should not gradually increase. For the coming year, we will be fortunate if our income holds up to what it was last year, in consequence of the failure of the cotton crop—for we can not hope to move over the road more than one-half the number of bales moved last year.

Within the year, the rolling stock has been increased by the purchase of four locomotives, and the purchase and building of ninety-five freight cars. We have now fourteen passenger cars, nine baggage cars of all classes, two hundred and eighteen freight cars of all classes, and twenty-three locomotives—not as many of either as we should have; but every effort will be made to do the work of the road with the present outfit,

Having done all that is now needed to put the road in condition to move passengers safely and in good time, and to pass freights without delay or damage, the large extra force kept on the road for the past year has been discharged, and every effort will be made to keep the expenses down in proportion to the income.

The company have 23 locomotives, 7 first-class and 7 second-class passenger, 8 baggage and mail, 1 express, 141 box, 44 flat, 16 cab, 10 coal, 1 wood, 6 Green Line, 4 crank and 31 repair cars. Number of miles run by locomotives, 27,571; by passenger, baggage, mail and express cars, 623,191; by freight cars, 1,465,776. Number of through passengers carried, 19,804; do. way do., 94,176—total, 113,980. Bales of cotton transported, 112,503. The superintendent in his report says:

The opening of the road to Selma was so very late in the season, that the business of the road between Montgomery and Selma for the year, gives no test of its value.

The receipts were, from passengers \$46,059 00 From freights 30,171 00

Making a total of only \$76,130 00

Take the amount of gross receipts, \$76,130, from the entire receipt's of the whole line, which shows an increase of \$196,948 57, and it is shown that the increase of receipts on the Montgomery and West Point part of the road is, for the year, \$120,818 57. This increase is shown as follows: Receipts of the Montgomery and West Point road,

Passengers.	Freights.
For 1871 219,224 83	\$372,820 39
" 1870 155,185 21	316,091 44

Increase for 1871 \$64,089 62 \$56,728 95

Having the advantage of the Selma connection from the opening of this season, I hope, that although we will have to contend against the reduced quantity of cotton to be moved, our gross receipts for the year may be kept up to what they were last year.

Our outfit of engines and cars were found inadequate to the business. Four engines were ordered from Rogers' Locomotive and Machine Works, which were received early in the year, and which have performed the services for which they were built in the most satisfactory manner. Fifty box cars were purchased of the Tredegar Company of Richmond. One first-class passenger, one baggage and mail, twenty-five box, ten platform, and ten coal cars have been built in the company's shops during the year, in addition to doing the repairing necessary to keep the cars in good condition. This has been done without increasing the pay rolls of the car department above those of former years. We have most of the material on hand to complete thirty more box cars, which will be built as rapidly as can be done without adding to our car factory force. With the improved condition of our track, it is believed that our repairs will be so much less than the average of past years, that more time can be devoted to new work, and that, from this time on, everything needed by the road, in the way of cars, can be built in the company's shops.

The financial condition of the company August 31, 1871, was as follows:

LIABILITIES.

Preferred stock	\$64,100 00
Common stock	1,944,224 00
First mortgage bonds	86,500 00
Mort. bds. of 1866	750,000 00
First mortgage bonds	600,000 00
Second mortgage bonds	45,000 00
Second mortgage b'ds. 1,146,000 00	
Income bonds	513,400 00

3,160,900 00

Bills payable	200,944 35
Open accounts	270,979 70

\$5,641,148 05

ASSETS.	
Road—Cost of 160 miles	\$4,757,921 29
Locomotives	207,300 00
Cars	208,750 00
Machine shop materials	41,831 95
Car factory materials	27,711 47
Road master's materials	16,831 45
	<u>502,424 87</u>
Real estate	865,916 55
Land on line of road	84,750 68
Steam mill	6,525 75
Stock in Ala. & Fla. R. R. Co.	20,000 00
Stock in South & North Ala. R. R. Co.	600 00
John P. King, Agent	150,000 00
Open accounts	96,764 13
Cash in hands of treasurer	6,244 83
	<u>380,801 89</u>
	<u>\$5,641,148 05</u>

President.—CHARLES T. POLLARD.

Superintendent.—G. J. FOREACRE.

Commerce of New York.

The foreign imports at New York for the month of October, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n. \$14,087,056	\$17,423,743	
Do. for warehousing	7,163,067	10,315,541
Free goods	1,193,348	2,800,611
Specie and bullion	417,860	605,862

Total entered at port	\$22,861,331	\$30,645,757
Withdrawn fr. wareh'use	8,802,588	10,862,097

The foreign imports at New York for the ten months from January 1, were:

	1870.	1871.
Entered for consumpt'n. \$144,010,203	\$182,520,289	
Do. for warehousing	100,299,719	121,668,706
Free goods	11,174,186	24,884,789
Specie and bullion	8,799,031	6,192,628

Total entered at port	\$264,288,189	\$385,266,412
Withdrawn fr. wareh'use	99,788,428	109,487,119

The revenue from customs at New York for ten months from January 1, has been as follows:

	1870.	1871.
Six months	\$67,581,811 10	\$73,692,107 38
In July	10,592,841 37	11,984,957 33
August	15,078,512 90	16,932,839 65
September	14,182,516 12	15,733,891 86
October	11,161,364 60	12,066,671 28

Ten months \$118,597,046 09 \$130,360,468 05

The exports from New York to foreign ports in the month of October, were:

	1870.	1871.
Domestic produce	\$16,018,569	\$21,775,792
Foreign free goods	1,905	15,092
Do. dutiable	638,930	585,343
Specie and bullion	2,416,356	2,086,891

Total exports \$19,075,760 | \$24,443,118 |

Do. exclusive of specie. 16,659,404 22,356,227

The exports from New York to foreign ports for ten months from January 1, were:

	1870.	1871.
Domestic produce	\$142,440,575	\$188,170,458
Foreign free goods	334,800	1,011,954
Do. dutiable	8,416,680	6,479,259
Specie and bullion	51,344,339	59,706,815

Total exports \$202,536,894 | \$255,368,481 |

Do. exclusive of specie. 151,192,055 195,661,666

[F] The earnings of the Toledo, Wabash and Western Railroad in November, 1871, were \$531,079; in November 1870, they were \$425,687—an increase of \$105,392.

Old Colony and Newport Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 27th ult. The Annual Report was read and placed on file. The next business in order being the choice of directors, Judge Bennett of Taunton moved that a committee of five be appointed to distribute, collect and sort ballots. The committee thus appointed consisted of the following gentlemen: E. H. Bennett of Taunton, John R. Brewer of Boston, E. C. Sherman of Plymouth, J. H. French of Bridgewater and Joseph S. Beal of Kingston.

The only printed ticket in circulation was that containing the names of the old board, with a single exception—the name of Charles F. Choate of Boston being substituted for that of Francis B. Hayes of Boston, that gentleman being absent in Europe. The Auditor's report was then read and accepted.

The acceptance of Chapter 54 of the Acts of Legislature of 1871, authorizing an increase of stock, was then brought up by Mr. Charles F. Choate, who stated in explanation that there was a mortgage on the road of \$3,000,000, which must be met sooner or later, and that the most eligible way would be to increase the capital stock. He moved, therefore, that it be increased to \$6,500,000, the new stock to be issued by the directors when required by the necessities of the company. Unanimously adopted.

The acceptance of Chapter 825 of the Acts of Legislature of 1871, authorizing the corporation to construct the Shawmut Branch Railroad, was then brought before the meeting, and the subject discussed at some length. It was finally voted to ratify, approve and confirm the action of the directors in regard to the location and construction of said branch road and to authorize the issue of stock to an amount not exceeding \$100,000 to defray the expense thereof.

It was voted to authorize the directors, in behalf of the corporation, to subscribe for stock in the Plymouth and Sandwich Railroad Company, or to guaranty its bonds under the provisions of law to an amount not exceeding \$133,000. Also to authorize the directors, in behalf of the corporation, to aid in the construction of the Plymouth County Railroad so far as authorized by law to such extent as they might deem expedient.

Mr. Choate stated that as under the present by-laws no provision existed by which vacancies could be filled in the Board of Directors, he moved that they be so amended that such vacancies should be filled by the Board.

Mr. Holmes objected to placing such power in the hands of the Board, and said he believed the stockholders should have a voice in the matter. An amendment was subsequently offered by Mr. Holmes, providing that vacancies not exceeding two in one year should be filled by the directors.

It was moved and carried that the Auditing Committee of the past year be elected for the ensuing year.

The committee on counting the ballots reported the following list of names as constituting the new Board of Directors, the whole number of shares represented being 20,207:

Onslow Stearns, Boston, Mass.; Uriel Crocker, Boston, Mass.; Benjamin Finch, Newport, R. I.; Charles F. Choate, Boston, Mass.; Oliver Ames, North Easton, Mass.; Samuel L. Crocker, Taunton, Mass.; Jacob H. Loud, Plymouth, Mass.; John S. Brayton, Fall River, Mass.; Royal W. Turner, Randolph, Mass.

On motion adjourned.

[F] The Southern Central Railroad, extending from Fair Haven to Athens, Pa., was formally opened on the 28th ult. The road is 117 miles in length, passing Weedsport, Auburn, Dryden, Owego and various other minor towns, to Athens, Pa., and from thence, by other roads, through the most famous coal regions of Pennsylvania, to Philadelphia,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lease roads.	Stock standing	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out- standing	Last Dividend Periods.	Marked thus (*) are leased roads.	Stock out- standing	Last Dividend Periods.
Albany & Susquehanna* 100	\$3,355,000	J. & J. Jul. '71 3	Hartford and New Haven 100	4,796,923	J. A. J&O Oct. '71 3	Portl., Saco & Portsmouth 100	\$1,500,000	J. & D. Jun.'71 5
American Central 100	800,000	J. & J. Jul. '69 8	Wilmington and St. Joseph 100	4,151,700	Aug. '70 3	Ports., Gt. Falls & Conway 100	170,000	J. & J. July'71 4
Atlanta and West Point 100	1,282,200	J. & J. July '70 4	Do. 100	5,078,224	Aug. '70 7	Providence & Worcester 100	2,000,000	J. & J. July'71 5
Atlantic & N. Carolina 100	5,545,225	-----	Hanover Branch, Pa. 100	116,560	Nov. '71 5	Raleigh and Gaston 100	-----	-----
Atlantic & Gt. Western 100	50,379,923	-----	Housatonic 100	320,000	-----	Rensselaer and Saratoga 100	6,000,000	A. & O. Oct.'71 3
" pref. 50	1,919,000	-----	" pref. 100	1,180,000	J. & J. July '71 4	Richmond and Danville 100	4,000,000	-----
Atlantic & St. Lawrence* 100	2,494,900	M. & S. Sept. '71 2	Huntingdon & B'd Top 50	615,950	-----	Richmond and Petersburg 100	847,100	-----
Augusta and Savannah 100	738,700	J. & J. Jan. '70 3	" " 1 ref. 50	2,123,350	J. & J. Jn. '68 3	Salem, Fred. and Potomac 100	1,041,800	-----
Baltimore and Ohio 100	13,151,952	A. & O. Oct. '71 4	Illinois Central 100	26,280,240	J. & J. Aug. '71 5	Rockport 100	88,400	Nov.'67 2
Do. Washington Br. 100	2,860,000	A. & O. Oct. '71 6	Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S. Sep. '67 4	Rome, Watert. and Og'n'b. 100	2,998,900	J. & J. July'71 4
Baltimore City Passenger 100	670,000	J. & J. Ju'y '71 4	Jeffersonv. Mad. & Ind. 100	2,000,000	J. & J. Jun. '67 5	Rutland preferred 100	1,881,400	F. & A. A'g'71 3
Bay de Noquet & Marq. 100	1,25,110	A. & O. Apr.'68 3	Jolet and Chicago 100	1,500,000	J. A. J&O Oct. '71 4	St. L., Alt. and T. Haute 100	2,300,000	-----
Belvidere Delaware 100	995,800	-----	Joliet & North. Indiana 100	300,000	J. & J. July '71 4	St. L., Jack'nv. and Chic'o. 100	2,478,750	Annual. May '68 7
Berkshire 100	600,000	J. & J. Oct. '71 4	Lake Shore & Mich. So. 100	35,000,000	F. & A. Aug. '71 4	Sandusky and Cincinnati 100	2,089,000	-----
Bloomsburg & Corning* 100	250,000	J. & J. Oct. '71 4	Lackawanna & Bloomsb. 100	1,325,000	-----	" " pref. 100	445,596	M. & N. Nov.'71 3
Boston and Albany 100	19,150,800	M. & N. Nov. '71 5	Leeds and Farmington* 100	-----	J. & J. July '71 3	Sand, Mansf. and Newark 100	905,222	-----
Boston and Chelsea 100	110,000	A. & O. Oct. '71 4	Lehigh and Mahanoy 50	2,158,565	M. & N. Jan. '67 6	Savannah and Charleston 100	1,000,000	-----
Boston, Concord & Mont. 100	459,00	-----	Lehigh and Susquehanna 50	8,739,800	M. & N. M'y '67 5	Schuylkill and Susqueh'a. 100	1,269,150	-----
Do. do. pref. 100	1,340,000	M. & N. Nov. '71 3	Lehigh Valley 100	17,16,400	J. A. J&O Oct. '71 4	Second and Third St. (Ph.) 50	203,757	J. & J. July '71 5
Boston and Lowell 500	2,215,000	J. & J. Oct. '71 4	Leigh Luzerne 50	3,446,400	J. & J. Jan. '69 3	Schohynkill Valley* 100	576,050	J. & J. Jul. '71 4
Boston and Maine 100	4,471,275	M. & N. Nov. '71 3	Leigh Miami 50	3,572,400	M. J. S. D. Sept. '71 2	Seaboard and Roanoke 100	868,200	M. & N. Nov.'70 4
Boston and Providence 100	8,700,000	M. & N. Nov. '71 5	Leigh Schuykill* 50	2,046,100	J. & J. July '71 4	Second Avenue (N. Y.) 100	670,000	-----
Broadway (South Boston) 50	400,000	J. A. J&O Oct. '71 4	Lomb and South St. (Ph.) 25	90,000	-----	17th & 19th streets (Ph.) 50	130,000	Dec. '70 2
Broadwy & 7th Av. (N.Y.) 100	2,100,000	J. & J. June '70 3	Long Island 50	3,000,000	M. & S. Sept. '71 3	Shamokin V. and Pottov.* 50	869,450	F. & A. Aug.'71 3
Brooklyn Cl'y 100	1,000,000	F. M. A. N. Nov. '71 3	Louisv. Cin. and Lex. 50	1,923,482	J. & J. Jul. '71 4	Show Line 100	656,200	J. & J. Jul. '71 3
Brooklyn City & New'ln 100	39,400	-----	" " pref. 100	848,700	J. & J. Jul. '71 4	Sixth Avenue (N. Y.) 100	750,000	May '70
Buffalo, Bradford & Pitts. 100	1,100,000	-----	Louisville and Nashville 100	8,680,912	F. & A. Aug. '71 4	Somerville 100	75,000	M. & N. Nov.'71 3
Buff. New York & Erie* 100	80,000	M. & N. May 71 3	Louisv., N. Alb. & Chicago 100	2,300,000	Dec. '70 3	South Carolina 100	5,819,275	-----
Bunovo and E ¹⁰ 100	50,000	F. & A. Aug. '70 3	Lowell and Lawrence 100	200,000	A. & O. Oct. '71 4	South Shore 100	259,686	Jul. '68 3
Burlington and Mo. Riv. 100	1,237,000	-----	Lowell Horse 100	55,830	J. & J. Jan. '70 3	South Western, Georgia* 100	3,939,900	F. & A. Aug.'71 4
Cambridge Horse Bon'l 100	7,890	A. & O. Oct. '71 4	Macou and Western 100	2,500,000	J. & D. Dec. '71 5	Terre Haute and Indiana 50	1,988,150	J. & J. Jul. '67 4
Camden and Amboy 100	5,847,820	F. & A. Aug. '71 3	Mahanoy & B'd Mount* 50	6,6,915	-----	Third Avenue (N. Y.) 100	1,750,000	M. & N. Nov.'70 3
Camden and Atlantic 50	377,100	-----	Maine Central 100	3,400,500	-----	Thirteenth and Fif. (Ph.) 50	-----	J. & J. July '71 2
" pref. 50	753,09	-----	Manchester & Lawrence 100	1,000,000	M. & N. Nov. '71 5	Tol., Peoria and Warsaw 100	2,700,000	-----
Camb'dn & Burlington Co. 100	3,1,000	-----	Marietta & Cincinnati 100	2,029,778	-----	Tol., Wabash and West. 100	14,700,000	-----
Cape Cod 100	915,57	J. & J. Dec. '71 3	" 1st pref. 50	8,130,179	M. & S. Sep. '66 3	Troy and Boston 100	607,11	-----
Cape May and Millville* 100	447,000	J. & J. Dec. '71 3	" 2d pref. 50	4,460,368	M. & S. Sep. '66 3	Troy and Greenbush* 100	274,400	J. & D. Jun.'71 4
Catawissa, pref. 100	1,1,9,500	-----	Massawippi 100	400,000	F. & A. Dec. '70 7	Union Transport'n (Bos.) 100	200,000	M. & N. Nov.'70 4
Catawissa, pref. 100	2,400,000	M. & N. Nov. '71 3	Memphis and Charleston 100	5,312,725	-----	Union (Phila.) 100	291,47	J. & J. July '71 1
Cayuga & Susquehanna* 100	584,110	J. & J. July 71 4	Memphis and Ohio 100	570,000	-----	Vermont and Canada 100	1,686,000	J. & D. Dec. '71 4
Cedar Rapid & Mo. pref. 100	100	-----	Metropolitan (Boston) 100	1,250,000	J. & J. July 71 4	Vermont and Canada 100	3,000,000	J. & D. Dec. '71 4
Central of Georgia 100	4,666,00	J. & J. Oct. '71 4	Middleboro' and Taunton 100	149,029	J. & D. Dec. '70 2	Vermont and Massachus't 100	2,860,000	J. & J. Jul. '71 2
Central of New Jersey 100	15,000,00	J. A. J&O Dec. '71 3	Middlesex (Boston) 100	400,000	A. & O. Oct. '71 3	Vicksburg and Meridian 100	357,408	-----
Central Ohio 100	2,4,5,000	s & D. Dec. '71 3	Mil Creek and Minehi 1 st 50	323,315	J. & J. July '71 4	Virginia Central 100	2,353,67	-----
Do. pref. 100	400,00	J. & J. Oct. '71 4	Millell and Glassboro 100	40,524	F. & A. Feb. '70 5	Virginia and Tennessee 100	3,506,300	-----
Cen. Park, N. & E. River 100	970,00	-----	Milw. & St. Paul 100	11,422,664	-----	Western Union 100	2,707,63	-----
Chemung 100	380,000	J. A. J&O Jan. '70 3	" " pref. 100	10,424,903	F. & A. Dec. '70 5	West Jersey 50	5,209,000	F. & A. Aug.'71 4
Cheshire, preferred 100	2,058,925	J. & J. July '71 2	M. Hill & Scuylk. Haven 100	1,818,000	J. & J. Dec. '70 7	West Philadelphia 50	249,100	J. & J. July '71 5
Chicago and Alton 100	8,925,000	M. & S. Sept. '71 5	Mo'ville and Ohio 100	5,565,450	-----	Wilm. and Weldon 100	1,463,77	J. & J. Jan. '71 3
Chicago, Bur. & Quincy 60	2,426,400	M. & S. Sept. '71 5	Montgomery & W. Point 100	441,10	J. & D. Dec. '67 4	Winchester and Potomac 100	357,408	-----
Chicago, Iowa & Neb'r. 100	1,000,00	J. & J. Sept. '71 5	Morris and Es. 1 st 50	1,900,950	J. & J. Jun. '71 3	Warren 100	1,547,650	-----
Chicago and Milwaukee* 100	2,427,000	J. & J. June '70 3	Mt. Carbon & Pt. Carbon* 50	282,350	F. & A. Oct. '71 4	Worcester and Nashua 76	1,400,555	J. & J. July '71 5
Chicago & N. Western 100	4,6,6,629	J. & J. June '71 5	Nashua and Lowell 100	120,000	M. & N. Nov. '71 5	-----	-----	-----
" pref. 100	20,370,283	J. & J. Dec. '71 3	Nashv'l & Chattanooga 100	2,056,544	F. & A. Dec. '70 5	-----	-----	-----
Chicago, R. I. & Pacific 100	17,000,000	A. & O. Oct. '71 4	Naugatuck 100	1,818,000	F. & A. Dec. '70 5	-----	-----	-----
Cin. Ham. & Day 100	3,500,000	A. & O. Oct. '71 4	New Bedford & Taunton 100	500,000	M. & N. Nov. '71 4	-----	-----	-----
Cincinnati City Passenger Street 100	-----	J. & J. Jan. '71 2	New Haven & N. London 100	738,538	-----	-----	-----	-----
Cin. Sand, Clev. pref. 50	423,648	M. & N. Nov. '71 3	New Haven & Northampton 100	1,500,000	J. & J. Jan. '68 3	-----	-----	-----
Citizens' Passenger (Phila.) 5	19,750	J. & J. Oct. '71 4	New Jersey 100	729,270	F. & A. Aug. '71 2	-----	-----	-----
Clev., Col., Chin. & Ind. 100	11,620,000	F. & A. Aug. '71 4	New London North-rn. 100	1,003,500	M. & N. Nov. '71 5	-----	-----	-----
Cleveland and Mahoning* 50	2,00,150	M. & N. Nov. '71 3	N.Y. Central & Hudson R. 100	45,000,000	A. & O. Oct. '71 4	-----	-----	-----
Cleveland and Pittsburgh* 50	7,494,588	F. M. A. N. Nov. '71 2	New York and Irianiem* 50	8,500,000	J. & J. July '71 4	-----	-----	-----
Cleveland and Toledo* 50	5,00,000	F. M. S. D. Sept. '71 2	New York & New Haven 100	9,000,000	J. & J. July '71 5	-----	-----	-----
Columbus and Xenius* 50	1,785,300	F. & A. Sept. '71 2	New York, Prov'd. & Boston 100	2,000,000	J. & J. July '71 4	-----	-----	-----
Concord 100	1,500,000	M. & N. Nov. '71 5	Niagara Bridge & Can. andai* 100	1,000,000	J. & J. July '71 4	-----	-----	-----
Concord & Forts., guar. 100	350,000	J. & J. July '71 3	Noirfolk & Petersb.'s guar. 100	137,500	J. & J. July '71 4	-----	-----	-----
Coney Island & Brooklyn 100	2,024,200	F. & A. Aug. '71 3	North Carolina 100	4,000,000	M. & N. Nov. '71 5	-----	-----	-----
Conn. & Passau*, pref. 50	2,024,200	F. & A. Jan. '72 5	Northern Central 100	5,000,000	J. & J. July '71 4	-----	-----	-----
Conn. & Passau*, pref. 50	1,20,000	F. & A. July '71 2	Northern Central 100	5,000,000	J. & J. July '71 4	-----	-----	-----
D. Doek, E. B'dw. & Bat. 100	5,000,000	J. & J. July '71 2	Northern of N. H. 100	156,000	J. & J. July '71 4	-----	-----	-----
Dubuque do. pref. 100	-----	J. & J. July '71 2	Northern of N. Hampsh. 100	3,068,400	J. & J. Dec. '71 4	-----	-----	-----
Do. pref. 100	-----	J. & J. July '71 2	North Pennsylvania 100	3,150,150	J. & J. Feb. '71 5	-----	-----	-----
Del., Lackaw & Western 100	1,10,271	J. & J. July '71 3	Norwich & Worcester 100	2,364,400	J. & J. Aug. '71 5	-----	-----	-----
Del., Lackaw & Western 100	16,277,500	J. & J. Dec. '70 6	Ogdensburg, & L. Champlain 100	3,051,800	J. & J. July '71 4	-----	-----	-----
Des Moines Valley 100	1,624,200	-----	Ohio and Mississippi 100	2,000,000	J. & J. Oct. '71 4	-----	-----	-----
Detroit & Milwaukee 100	452,350	-----	" " pref. 100	19,995,847	J. & J. Dec. '71 4	-----	-----	-----
" pref. 100	2,09,500	-----	Oil Creek & Allegheny R. 50	4,024,474	J. & J. Dec. '71 4	-----	-----	-----
D. Doek, E. B'dw. & Bat. 100	1,20,000	-----	Old Colony & Newport 100	4,254,450	J. A. J&O Oct. '71 4	-----	-----	-----
Dubuque do. pref. 100	5,000,000	J. & J. July '71 2	Orange and Newark 100	4,956,020	J. & J. July '71 3	-----	-----	-----
Do. do. pref. 100	-----	J. & J. July '71 2	Oswego and Syracuse 100	289,560	J. & J. July '71 4	-----	-----	-----
East Mahanoy 50	392,550	J. & J. July '71 3	Pacific of Missouri 100	452,400	F. & A. Aug. '71 4	-----	-----	-----
Eastern (Mass.) 100	4,022,000	J.						

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Rate.	Payable.	When Payable.	Market Price.		Interest.	Rate.	Payable.	When Payable.	Market Price.
National Securities Dec. 1, 1871.												
Loan of June 14, 1858	registered	\$6,045,000	5	Jan. & July.	1874	109½		Maryland—Eastern Shore R. R. Loan.	20,131	5	J. A. J. & O.	1890
coupon		18,955,000	5	"	1874	110	— Defense Loan Bonds.	8,651,398	6	"	1883	106
Loan of February 8, 1861	registered	18,728,000	6	Jan. & July.	1880	113½	— Southern Relief Bonds.	100,000	6	"	1873	
coupon		4,687,000	6	"	1880	117½		324,000	5	Jan. & July.	7-1-7½	
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	112		275,000	5	April & Oct.	78-7½	
Loan of July 1, and Aug. 3, 1861	registered	12,981,150	6	Jan. & July.	1881	113½		320,000	5	May & Nov.	12-18½	97½
coupon		64,340,050	6	"	1881	117½	— Union Fund Loan of 1861	3,000,000	6	June & Dec.	12-17½	
Loan of Feb. 25, 1862	(5-20s) registered	76,714,850	6	May & Nov.	1882	110½		600,000	5	Jan. & July.	71-7½	108½
(5-20s)	coupon	379,100,350	6	"	1882	110½	— Coast Defense Loan.	888,000	5	"	1883	
Loan of March 3, 1863	registered	53,363,750	6	Jan. & July.	1881	113½	— Bounty Loan of 1863.	200,000	5	"	1883	
coupon		21,636,250	6	"	1881	117½	— of 1864.	4,379,560	5	May & Nov.	1894	99½
Loan of March 3, 1864	(5-20s) registered	2,492,500	6	May & Nov.	1884	111½	— (stg.).	4,000,744	5	"	1894	99½
(5-20s)	coupon	40,936,350	6	May & Nov.	1884	110½	— War Loan (cur. 5-20 yr).	3,505,000	6	Mar. & Sept.	1886	101
Loan of June 30, 1864	(5-20s) registered	40,924,250	6	"	1884	111½	— Western R. R. Loan, (stg.).	761,816	5	April & Oct.	1871	
(5-20s)	coupon	40,978,300	6	May & Nov.	1885	111½	— T. & G. R. R. & Hoosac T. stg.	3,606,580	5	"	88-90	97½
Loan of March 3, 1865	(5-20s) registered	6,066,050	6	"	1885	111½	— Southern Vermont R. R.	966,500	5	"	91-96	97½
(5-20s)	coupon	120,258,200	6	Jan. & July.	1885	114½	— Eastern R. R.	200,000	5	"	1890	
2d series	(5-20s) registered	63,463,050	6	Jan. & July.	1885	114½	— Norwich & Worcester	50,000	5	Jan. & July.	1871	
(5-20s)	coupon	166,243,050	6	"	1885	113½	— Bos. Hartf. & Erie (stg.).	400,000	6	"	1900	
3d series	(5-20s) registered	91,160,000	6	Jan. & July.	1887	110½	Michigan—Renewal Loan Bonds.	3,569,924	5	"	1878	
(5-20s)	coupon	229,817,500	6	"	1887	114½	— Two Million Loan Bonds.	160,000	6	"	73-88	100
4th series	(5-20s) registered	12,606,500	6	Jan. & July.	1888	114½	— War and Bounty Loan Bonds.	1,621,000	6	May & Nov.	1890	
(5-20s)	coupon	26,660,050	6	"	1888	114½	— Sault St. Marie Canal Bonds.	478,000	7	Jan. & July.	1879	
Loan of March 3, 1864	(10-40s) registered	138,029,000	5	Mar. & Sept.	1904	109½	Minnesota—State Building Loan Bonds.	250,000	7	Jan. & July.	77-79	
(10-40s)	coupon	56,528,250	5	"	1904	109½	— Sioux War Loan Bonds.	100,000	7	May & Nov.	1872	
Consols of July 14, '70 & Jan. 20, '71 registered		54,483,150	5	F. M. A. & N.	1881	109½	Mississippi—*State Bonds (for banks).	2,000,000	6	"	41-71	
Consols	registered	8,313,250	5	"	1881	109½	Missouri—State Bonds proper.	435,000	6	Jan. & July.	1883	
Consols	coupon	4,490,000	4	F. M. A. & N.	1886	111½	— Interest Bonds of 1868.	2,727,000	6	"	1888	
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)		23,490,000	3				— Railroad Loans.	13,112,000	6	"	74-96	98½
Navy Pension Fund of July 23, 1868 (cur.)		14,000,000	3				— South Pacific, guar.	1,589,000	7	"	1876	79
Certificates of Indebtedness 1870 (cur.)		678,000	4	Ired.			— Hannibal and St. Joseph.	3,000,000	6	"	73-88	94½
Pacific R. R. Bonds (currency)		64,618,832	6	Jan. & July.	1875	113	Nebraska—(No Debt).	500,000	15	Jan. & July.	1872	
U. S. Notes and Fractional Currency		397,758,837	n.d.				Nevada—State Loan Bonds.	899,200	6	"	71-71	
State Securities, latest dates.												
Alabama—State Bonds (original)		168,000	5	May & Nov.	1872	65	New Hampshire—War Loan of July 1, 1861.	600,000	6	Mar. & Sept.	84-85	100
(extended)		2,414,800	5	"	83-86		— of Sept. 1, 1864.	1,000,000	6	April & Oct.	71-71	99
(sterling)		688,000	6	June 1.	1870		— of Oct. 1, 1865.	1,229,900	6	Jan. & July.	71-84	
(" extended)		82,500	6	Jan. & July.	1886		— of 1863 (free).	1,002,900	6	"	86-90	105
(" ")		712,500	5	"	1886		— of 1864.	593,400	6	"	97-97	
(new)		1,316,700	8	"	86-88		New York—Bounty Fund Stocks.	1,478,000	7	"	1877	99
Arkansas—State Bonds (refunded)		3,000,000	6	Jan. & July.	1899	53	— General Fund Stocks.	2,089,000	7	"	1877	
(Aid R. R's.)		3,000,00	7	April & Oct.	1900		— Bonds.	1,910,082	6	J. A. J. & O.	pleas.	
California—Civil Bonds of 1857		2,138,000	7	Jan. & July.	1877	111½	— Canal Fund Stocks.	800,000	6	"	1875	
1860		138,500	7	"	1880		— Union Loan (Columbus).	900,000	5	"	1875	106
— Relief Fund Bonds of 1863		424,500	7	"	1883		— Normal University Bonds.	5,150,100	6	J. A. J. & O.	1878	107½
— Bounty Fund Bonds of 1864		805,000	7	"	1884		— Thornton Loan Bonds.	2,099,000	6	"	1874	107
— Central Pacific R. R. Loan of 1865		1,500,000	6	"	1885		— War Loan Bonds.	473,000	6	"	1875	
Connecticut—War Bonds, of 1861, (10-20s) of 1863 (20s) free.		5,927,000	6	Jan. & July.	1881	83-82	— Inclined Plane Loan.	1,106,420	5	"	1874	
of 1864, (10-20s)		6	April & Oct.	1884	100½	— Military Loan.	4,738,800	6	Jan. & July.	71-91	35½	
of 1865, (20s) free.		6	"	1885	101	— State Bonds for R. R. (old).	3,639,400	6	April & Oct.	87-93		
(various) registered		867,500	6	Var.		— State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	92-98	19½	
Florida—State Bonds 1865		300,000	6	Jan. & July.	1898		— Funding &c. Bonds of '66-'68	1,752,000	6	April & Oct.	92-98	
1869		200,000	6	"	1899		— Special Tax Bonds.	880,000	6	"	1877	
— Railroad Loans \$16,000 per mile.		1,023,000	6	Various.	71-74	84	Ohio—State Loan (New York).	1,284,317	6	Jan. & July.	1870	
Georgia—W. & Atl. R. R. 1841 to 1844		273,000	7	Various.	72-74	92½	— State Bonds for R. R. (new).	1,600,000	6	"	1875	
— Atl. and Gulf R. R. 1858 to 1860		800,000	6	Feb. & Aug.	78-86	84	— (new).	4,095,329	6	"	1881	104
Bonds (At March 12, 1865)		3,700,000	7	Jan. & July.	1886	91½	— Union Loan (Columbus).	2,400,000	6	"	1886	106½
Illinois—Interest Bonds of 1847		980,698	6	"	1877	100½	Oregon—Relief and Bounty Bonds.	366,975	6	May & Nov.	1871	***
Stock of 1857		134,311	6	"	1877	100½	Pennsylvania—Redemption Loan of 1867.	176,156	5	Feb. & Aug.	74-84	
Refunded Stock Bonds		349,000	6	"	1877	100½	Tennessee—*State Bonds proper.	92,550	5	"	1872	96
Normal University Bonds		45,000	6	"	1879	100½	— Bonds (stg.).	4,731,300	6	"	1872	96
Thornton Loan Bonds		103,000	6	Mar. & Sept.	1879	62	— State Stocks (old).	90,400	5	"	1877	102
War Loan Bonds		416,800	5	Jan. & July.	1879	62	— (old).	7,890,550	5	"	1877	96
Indiana—State Bonds		204,000	5	May & Nov.	1888	62	— (old).	9,237,050	5	"	1882	96
— War Loan Bonds.		300,000	6	"	1888	62	— Inclined Plane Loan.	400,000	6	April & Oct.	1879	
Iowa—War and Defense Bonds of 1861		100,075	6	Jan. & July.	1881	62	— Military Loan.	2,769,250	6	Feb. & Aug.	1871	
Kansas—State Bonds		1,059,500	7	"	76-89		— State Stocks (old).	384,000	5	Jan. & July.	1882	102½
military		176,000	7	"	1889		— (old).	3,377,000	5	Feb. & Aug.	77-78	
Kentucky—State Bonds of 1841-42		913,000	6	April & Oct.	71-72	90½	— (old).	112,000	4	Jan. & July.	1882	104
of 1843		160,000	5	"	1873	62	Rhode Island—War Bonds of 1862.	1,100,000	6	Mar. & Sept.	1882	
military		309,300	6	Various.	1895		— of 1863.	736,000	6	Jan. & July.	1883	100
Louisiana—Charity Hospital		86,000	5	Mar. & Sept.	1872		— of 1863.	239,000	6	April & Oct.	1883	101
— State Bonds, general		750,000	6	Jan. & July.	1893	68	— of 1863.	841,000	6	Feb. & Aug.	1884	
Railroad Bonds		561,000	5	Various.	70-79		— of 1864.	303,343	6	Jan. & July.	1870	
Levee Bonds 1865		2,052,000	6	Various.	93-96		— (old).	484,445	5	"	1865	
1867		1,000,000	8	Various.	1886		— Blue Ridge R. R. bonds of '54	970,000	6	"	74-78	
1870		4,000,000	5	May & Nov.	1907	63½	— State Capitol bonds.	1,997,738	6	"	71-70	
Funded coupons 1866		3,000,000	8	Mar. & Sept.	1875	85	— Funded Debt of 1866 & coup.	1,431,700	6	"	87-97	
Funded Floating Debt		997,300	6	Jan. & July.	1899	62	— Conversion Bonds of 1869.	1,265,500	6	J. A. J. & O.	1888	27
Ship Canal Bonds of 1869		474,000	7.3	Mar. & Sept.	1899	90	— Funding & Special Bonds '68	1,692,150	6	"	1888	
Penitentiary Bonds of 1869		500,000	7	"	1909	92½	Tennessee—*State Bonds proper.	1,398,640	5	April & Oct.	Var.	29½
N. La. & Tex. R. R. Bonds of 1869		546,000	8	April & Oct.	1909	92½	— bonds (stg.).	239,168	5½	"	"	
Maine—State Bonds		301,000	6	Various.	1871-78		— Railroad Loans.	1,706,000	6	"	"	
— War Loan of April 25, 1861		800,000	6	"	1890		— Railroad Endorsements.	2,172,000	6	Jan. & July.	long.	67½
of Jan. 31, 1863 (cur.)		525,000	6	Various.	1871		— Funding Bonds.	4,068,503	6	"	"	67
of Mar. 26, 1863 (cur.)		475,000	6	Mar. & Sept.	1883		— Certificates.	201,000	6	"	"	100
of Mar. 19, 1864 (cur.)		2,832,5										

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price	
			When.	Where.	Due.					When.	Where.	Due.		
Adirondack:														
1st Mortgage.....	\$30,000	7	Jan. & July.	New York.	1886	....	Buffalo, Corry and Pittsburg:						
Alabama and Chattanooga:							1st Mortgage (B., C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
2d Mortgage.....	9,000pm	8	"	"	1889	....	Buffalo, New York and Erie:						
Alabama and Georgia:							1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	66	
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids & Minn.:							
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	93	Burlington and Missouri River:							
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds "	1,969,380	8	"	"	1878	....
Allegheny Valley:							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100	
1st General Mortgage, 1866.....	4,000,000	7-3	Jan. & July.	New York.	1890	94	Stock Bonds "	1,246,800	8	Jan. & July.	"	1889	....
1st Mortgage, Eastern Extension	45,000	7	....	....	....	....	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	103
Special Bonds to State of Penn.	2,500,000	5	....	....	....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
American Central (C. B. & Q.):							Burlington & Mo. Riv. in Neb.:							
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	1st Mort. for \$6,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	94
Androscoggin:							California Pacific:							
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New-York.	1889	106
Andros. & Kennebec (Maine Co.):							Cadmen and Amboy:							
1st Mortgage 1880 and 1881.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Sterling Loan of £258,600 @ 4.84.	1,396,824	6*	April & Oct.	London.	1880	....
Atchison, Topeka and Santa Fe:							Dollar Loan of 1875.....	675,000	6	"	"	New York.	1875	85
1st Mortgage tax free.....gold	18,000pm	7*	Jan. & July.	New York.	1900	80	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	90	
Atlanta and Richmond Air Line:							Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	91	
1st Mortgage tax free, 1870....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Consolidated Linn.....	4,929,200	6	June & Dec.	"	1889	94
Atlantic and Great Western:							Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Land. & N. Y.	'76-'84	Dollar (United Co's) Loan.....	154,000	6	"	"	New York.	1894
2d Mortgage (N.Y. Penn. & Ohio)	3,908,500	7*	"	"	'81-'83	....	Cadmen and Atlantic:						
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Atlantic and Gulf:							2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	55	
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	Camden and Burlington County:						
Atlantic, Mississippi and Ohio:							1st Mortgage of 1866.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	87	
1st Mortgage on whole line.....	15,000pm	7	....	New York.	1901	....	Carthage & Burlington(C.B. & Q.):						
Atlantic and North Carolina:							1st Mortgage guar. and free tax.....	600,000	8	May & Nov.	New York.	1879	96	
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	Catawissa:						
Atlantic and Pacific:							1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	96	
Land Mort. (500,000 acres)...gold	3,000,000	6*	Jan. & July.	New York.	1888	....	Cedar Falls and Minnesota(Ill. C.):						
1st Mortgage (So. Pacific)...gold	7,250,000	6*	"	"	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
Atlantic and St. Lawrence:							1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	....
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	Cedar Rapides & Mo.Riv.(C&N.W.):						
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	89
2d Mortgage, sterling.....	886,500	6*	"	London.	1884	....	Central Branch Union Pacific:						
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	1st Mort. (Atch. & Pike's) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Bald Eagle Valley (Penn. R.R.):							2d Mortgage Govern'mt subsidy.....	1,600,000	6	Jan. & July.	"	1895	....
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	Central of Georgia:						
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1876	....
Baltimore and Ohio:							Central of Iowa:							
Loan of 1865, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	6	1st Mort. conv. & tax free...gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1860.....	579,500	6	"	"	1880	94	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101	
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	104	
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1896	....	Central Ohio (B. & O.):						
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,600,000	6	March & Sept.	Baltimore.	1890	84
Baltimore and Potomac:							Central Pacific of California:							
1st Mort. of '69 for \$8,000,000 g'd.....	....						1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	108
Bangor and Piscataqua:							Subordinate Loan (Int. by State).....	1,500,000	7*	"	"	1885	....
1st Mortgage (Bangor) loan ...	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100
Barclay Coal:							Income bonds.....	10,000,000	....				
Bay City and East Saginaw:							Charleston and Savannah:							
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage, guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Bay de Noquet and Marquette:							Charlotte, Columbia & Augusta:							
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
Belfast and Moosehead Lake:							1st Mort. (Col. & Aug. 85 m.)	371,500	7	"	"	1890	....
1st Mort. guar. by M. C. Co. gold	180,000	6*	May & Nov.	Portland.	1890	....	1st Mortgage (consol. 196 m.)	786,000	7	"	"	1895	....
Bellefontaine & Ind. (C.C.C. & Ind.):							Cheraw and Darlington:							
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
Bellefontaine and Snow Shoe:							2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
1st Mortgage.....	98,000	6	Jan. & July.	Philadelphia.	1883	....	Cherry Valley, Sharon & Albany:						
Beloit and Madison (C. & N.W.):							1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Chesapeake and Ohio:						
Belvidere Delaware:							Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1997	94	
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
2d Mortgage { Cadmen and }	497,500	6	March & Sept.	Princeton.	1886	82	2d Mort. (")	186,500	6	"	"	1872	....
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	83	3d Mort. (")	901,000	6	"	"	1884	....
Blue Ridge, (S. Car.):							Income.....	300,000	8	"	"	1876	....
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Cheshire:						
Boston, Clinton and Fitchburg:							Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	95	
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84	Chester Creek:							
Equalization or consol. bonds.....	248,000	6	"	"	1884	....	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
2d Mortgage of 1869-'70.....	152,500	7	"	"	1870	....	Chester & Chicago Br. Junction:						
Boston, Concord and Montreal:							1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	Chester and Tamaroa:						
2d Mort. conv. (1st M. on 224 m.)	160,000	6	Jan. & July.	Boston.	1870	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 223 m.)	200,000	7	"	New York.	1870	....	Chester Valley:						
Sinking Fund Mortgage.....	507,000	6	"	"	Boston.	1889	92	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.....	308,000	7	May & Nov.	New York.	1877	101	
1st Mortgage (Gold).....	280,000	7	March & Sept.	Boston.	1873	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	108
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	274	2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	90	
1st Mortgage (new) guar. by Erie	8,000,000	7	"	New York.	1899	....	Chicago, Burlington and Quincy:						
Mass. Loan (secured by 1st m.b.)	3,000,000	7	"	"	1899	....	Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	411

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Chicago, Cincinnati and Louisv.	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley	\$1,498,000	7	April & Oct.	New York.	1897
1st Mortgage.....							1st Mortgage skg fund.....	118,000	7	Jan. & July.	"	1880	
Chicago, Danville and Vincennes	2,500,000	7*	April & Oct.	New York.	1890	87½	2d Mortgage.....						
1st Mortgage S. F. ....gold							Columbus, Springfield and Cln.						
Chicago, Dubuque & Minnesota							1st Mortgage for \$1,000,000.....		7				
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Columbus and Xenia					
Chicago and Illinois Southern							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont					
Chicago, Iowa and Nebraska							1st and 2d Mortgage.....	374,000	6		Boston.	Due.	
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Connecticut and Passumpsic Riv.	455,800	6	June & Dec.	Boston.	1876	
3d (now 2d) Mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	1st Mortgage skg fund, 1856.....	559,429	7	" "	"	1876
Chicago & Milwaukee(C. & N.W.)							Notes payable, coupon tax free.....						
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River					
1st Mortgage (consol.) 85 m. guar.....	1,129,000	7	Jan. & July.	"	1898	96	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	
Chicago and Northwestern							Connecticut Western						
Pref sinking fund b'ds (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	101	1st Mortgage.....	81,500	7		Hartford.	18—	
Interest (P'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	"	1883	95	Connecting (Philadelphia)						
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	99½	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	
1st Mortgage, Appleton Ext.	184,000	7	"	"	1885	....	Contoocook River					
1st Mortgage, Green Bay Ext.	300,000	7	"	"	1885	....	1st Mortgage.....	30,000	6		Boston.	18—
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	....	Cooperstown and Susq. Valley					
1st Mort. (Gal. & Chic. U.R.R.)	1,785,000	7	Feb. & Aug.	"	1882	....	1st Mortgage	100,000	7	Jan. & July.	New York.	1889
2d Mort. (Gal. & Chic. U.R.R.)	948,000	7	May & Nov.	"	1875	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	"	1884	....	2d Mortgage.....	150,000	10	" "	"	1872
1st Mort. (Elgin and State Line)	132,000	7	"	"	1878	....	Covington and Lex. (Ky.Cen.)					
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	1st Mortgage March 1852.....	120,000	7	March & Sept.	New York.	1872
Consol. skg fund Mort. (800 m.)	2,530,000	7	May & Nov.	"	1915	92½	2d Mortgage March 1863.....	844,000	7	" "	"	1883	
Equipment Mortgage.....	275,000	10	"	"	1871	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885
1st Mort. (Chi. & Mil.R.R.) 45m.	397,000	7	May & Nov.	"	1874	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891
2d Mort. (Mil. & Chi.R.R.) 40m.	182,000	7	March & Sept.	"	1874	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888
3d Mort. (" ") 40m.	10,500	7	June & Dec.	"	1898	....	1st Mort. (George's Cr.) assumed	98,800	6	June & Dec.	"	1881
1st Mort. (Chi. & Mil.R.W.) 85m	1,185,000	7	Jan. & July.	"	1898	96	Uumberland Valley						
1st Mort. (Bel. & Mad.R.R.) 46m.	323,000	7	"	"	1888	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904
1st Mort. (Mad.Exten.) 126 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	2d Mortgage.....	109,500	8	" "	"	1908
1st Mort. (Men.Exten.) 20 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	Plain bonds	81,800	8	Jan. & July.	"	1884
Chicago & Mich. Lake Shore							Danbury and Norwalk						
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	84	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	
Chicago, Pekin & Southwestern							1st Mortgage of 1869.....	200,000	7	" "	"	1890	
1st Mortgage.....	gold	15,000pm	7*	Jan. & July.	New York.	1891							
Chicago, Rock Island and Pacific													
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	102½							
Chi. & Southwes'tn(C. R. I. & Pac.)													
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1889	....	Davenport and St. Paul					
Chillicothe & Brunswick (N.Mo.)							1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	Dayton and Michigan					
Cincinnati, & Balt. (Mar. & Cin.)							1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	2d Mortgage.....	642,000	7	March & Sept.	"	1879
Cincinnati, Hamilton and Dayton							3d Mortgage.....	700,000	7	April & Oct.	"	1888	
1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Toledo Depot bonds	169,500	7	March & Sept.	"	1871
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Dayton and Union					
3d Mortgage of 1867, skg fund.....	282,000	7	June & Dec.	"	1877	....	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879
Cinc. and Indiana (C. Laf. & Chi.)							2d Mortgage.....	135,000	7	June & Dec.	"	1879	
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Income Bonds	262,445	6	" "	"	1879
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	"'77-'87	....	Dayton and Western					
Cincinnati and Indianapolis Junc.							1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	433,000	6	" "	"	1905
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Decatur's & K.St.Louis(T. W. & W.)	2,700,000	7	Jan. & July.	New York.	1890
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901
Cincinnati, Lafayette and Chi.							Decatur, Sullivan and Mattoon						
1st Mortgage.....	gold	20,000pm	7*	March & Sept.	New York.	1901	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875
Cin. and Martinsville (C. & Laf.)							Delaware						
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	170,000	6	Jan. & July.	"	1876
Cincinnati, Richmond & Chicago							Delaware State Loan						
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Guaranteed Bonds	100,000	6	" "	"	1875
Cincinnati, Sandusky and Clev.							Exten. (Seaf. to Delmar) bonds	100,000	6	" "	"	1880	
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	81	Delaware, Lackawana & Western						
1st Mort. (San. Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	77	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	
Cincinnati and Zanesville							2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Denver Pacific					
Clev., Col. and Cinc. (C. C.C.&I.)							1st Mortgage (Land grant), gold	2,500,000	7*	May & Nov.	New York.	1897	
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	"'71-'84	....	Des Moines Valley					
Clev., Col., Cin. & Indianapolis							1st Mortgage (on 164 miles).....	2,310,000	8	April & Oct.	New York.	1877	
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	....	1st Mortgage Land grant.....	4,690,000	8	" "	"	1898
1st Mort. (C. U. and C. R. R.)	365,000	7	June & Dec.	"	"'71-'84	....	Income Bonds	462,000	7	Jan. & July.	"	1884
1st Mort. (Bell. and Ind. R.R.)	646,000	7	Jan. & July.	"	"'70-'95	....	Detroit, Hilldale and Indiana					
Cleveland and Mahoning							1st Mort. (16,000 p. m.)....guar	1,080,000	8	June & Dec.	New York.	1890	
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit, Lansing & L. Michigan					
3d Mortgage sinking fund.....	664,500	8	March & Sept.	"	1876	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890
Clev., Mt. Vernon and Delaware							1st Mortgage.....	770,000	8	Jan. & July.	"	1879	
1st Mort. for \$1,500,000....gold	117,500	7	Jan. & July.	"	1881	....	2d Mortgage Ionia and Lansing	300,000	8	May & Nov.	"	1880
Clev., Palensv. & Ash. (L. Shore)							Detroit and Milwaukee						
1st Mortgage Sunbury and Erie	143,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage convertible.....	2,500,000	7	May & Nov.	New York.	1876
Columbus and Augusta(C.C. & A.)							2d Mortgage.....	1,000,000	8	" "	"	1875	
1st Mortgage (registered).....	1,000,000	7	Jan. & July.	"	1880	97½	1st Mortgage Funded Coupons	628,525	7	Jan. & July.	"	1875	
3d Mortgage.....	1,000,000	7	"	"	1880	94	2d Mortgage Funded Coupons	377,115	7	May & Nov.	"	1875	
Cleveland and Pittsburgh							Bonds of June 30, 1866, (cond.)	1,916,639	6	" "	"	1886	
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886
3d Mortgage.....	1,358,000	7	May & Nov.	"	1875	95	Sterling (Oakl. & Ottawa R.R.)	150,867	6*	May & Nov.	NY & London	1873	
4th Mortgage.....	1,104,344	6	Jan. & July.	"	1892	85½	Dollar ("")	51,000	7	" "	New York.	1873	
1st Mort. for \$1,500,000....gold	523,000	7	May & Nov.	"	1900	92½	Detroit, Mon. & Tol. (M.S. & N.I.)	924,000	7	Feb. & Aug.	New York.	1876	
Cleveland & Toledo (L.S. & M.S.)							1st Mortgage Aug. 1, 1856.....	150,000	7	April & Oct.	New York.	1878	
1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	102	1st Mortgage.....	106,000	7	Jan. & July.	New York.	1878	
2d Mortgage of 1866.....	864,000	7	April & Oct.	"	1886	....	1st Mortgage.....	250,000	8	Feb. & Aug.	"	1886
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	"	1872	....	2d Mortgage.....	150,000	7	" "	"	1886

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price.
Dubuque and Sioux City:							Grand River Valley (Mich. C.):					
1st Mortgage (1st Division).....	\$300,000	7 Jan. & July.	New York.	1888	93	1st Mortgage, guaranteed.....	\$1,000,000	8 Jan. & July.	New York.	1886		
1st Mortgage (construction).....	600,000	7 " "	"	1894		2d Mortgage, guaranteed.....	500,000	8 April & Oct.	"	1888	104	
Sinking Fund (convertible).....	1,000,000	7 May & Nov.	" "	1888		Greenville and Columbia:						
Dutchess and Columbia:						1st Mortgage guar. by S. Car....	1,426,546	7 Jan. & July.	New York.	'81-'86		
East Brandywine & Waynesburg:						1st Mortgage not guaranteed.....	376,766	7 "	" "	'81-'86		
1st Mortgage Jan. 1, 1868.....	1,500,000	7 Jan. & July.	New York.	1908		Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7 Jan. & July.	Philadelphia.	1885		1st Mortgage.....	130,000	7 Jan. & July.	New York.	1889		
2d Mortgage.....	35,000	8 " "	"	1873		Hackensack & New York (Krie):						
East Pennsylvania (Ph. & Rdg.):	495,000	7 March & Sept.	Philadelphia.	1888		1st Mortgage.....	62,000	7 Jan. & July.	New York.	1872		
1st Mortgage, guar. Skye Fund.....						Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V.&G.):	640,000	6 Mar. & July.	New York.	1880		1st Mortgage of May 1, 1869....	129,100	7 May & Nov.	New York.	1899		
1st Mortgage.....	136,400	7 " "	"	1876		Hannibal and Naples:						
Interest bonds (funded coupons)						1st Mortgage of Nov. 1, 1868....	675,000	7 May & Nov.	New York.	1898	88	
East Tennessee, Virginia & Ga.:						Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund..	3,500,000	7 Jan. & July.	New York.	1900		1st Mortgage guaranteed.....	15,000pm	7 Jan. & July.	New York.	1890		
Eastern Mass.:						Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5 J. A. J. & O.	Boston.	1874		Mo. State Loan, 1851.....	1,500,000	6 Jan. & July.	New York.	1871	94	
Loan of 1862, sterling.....	383,000	6* Jan. & July.	London.	1872		Mo. State Loan, 1855.....	1,500,000	6 " "	" "	1886		
Loan 1864, convertible.....	750,000	6 Feb. & Aug.	Boston.	1874	96	Six years Mortgage bonds.....	69,000	10 " "	" "	1872		
Loan of 1865.....	160,000	6 April & Oct.	"	1885	95	Three years' notes.....	810,000	8 " "	" "	1873		
Loan of 1868.....	1,000,000	6 March & Sept.	"	1888		Five years' notes.....	1,024,300	8 " "	" "	1875		
Loan of 1869.....	500,000	6 May & Nov.	"	1889	95	Fifteen years' bonds.....	1,209,500	8 " "	" "	1885	93	
Esex Railroad 1st Mortgage.....	194,400	6 Jan. & July.	"	1876	90	1st Mort. (Q. and Palmyra R.R.).....	500,000	8 Feb. & Aug.	" "	1892	97	
Eastern Shore (Md.):						1st Mort. (Kan. City & Cam. RR).....	1,200,000	10 Jan. & July.	" "	1892	109	
1st Mortgage.....	400,000	6 Jan. & July.	Baltimore.	1880		Land Mortgage.....	1,503,700	7 April & Oct.	" "	1888	105	
2d Mortgage.....	180,000	6 April & Oct.	"	1886		Convertible Mortgage.....	5,600	7 Jan. & July.	" "	1888		
Elizabethtown and Paducah:						Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8 March & Sept.	New York.	1890		1st Mortgage.....	60,000	7 Jan. & July.	Boston.	1889		
Elmira and Williamsport (N. Cen.):						Hartland Extension:						
1st Mortgage.....	1,000,000	7 Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 1870....	4,000,000	7 Jan. & July.	New York.	1890		
Income Mortgage.....	570,000	5 May & Nov.	"	1872		Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7				1st Mortgage, guaranteed.....	700,000	6 Jan. & July.	Philadelphia.	1883	95	
Erie Railway:						Hartford and New Haven:						
1st Mortgage.....	3,000,000	7 May & Nov.	New York.	1877	100	1st Mortgage.....	754,000	6 Jan. & July.	New York.	1873		
2d Mortgage convertible.....	4,000,000	7 March & Sept.	"	1879	95	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7 " "	"	1883	93	1st Mort. (R. Island 26.32 m.)....	481,000	7 Jan. & July.	Providence.	1876		
4th Mortgage convertible.....	4,441,000	7 April & Oct.	"	1880	87	1st Mort. (Connecticut 96.04 m.)....	1,574,500	7 Jan. & July.	Hartford.	1876		
5th Mortgage convertible.....	926,500	7 June & Dec.	"	1888	82	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7 Jan. & July.	"	1891		1st Mortgage.....	20,000pm	7 Jan. & July.	New York.	1900		
Sterling Loan (£1,000,000) corv.	4,844,400	6* March & Sept.	London.	1875		Hempfield:						
Erie and Pittsburg (Penn.):						1st Mortgage (part collateral).....	1,000,000	6 Jan. & July.	Philadelphia.	1872		
1st Mortgage.....	749,400	7 Jan. & July.	Philadelphia.	1882		Housatonic:						
2d Mortgage.....	153,000	7 March & Sept.	"	1890		1st Mortgage sinking fund.....	191,000	7 Jan. & July.	Bridgeport.	1877		
Consolidated Mortgage tax free.....	1,074,000	7 Jan. & July.	"	1890		2d Mortgage.....	100,000	7 Feb. & Aug.	" "	1886		
European & North American:						3d Mortgage of 1869.....	50,000	7 April & Oct.	" "	1889		
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6* Jan. & July.	N. Y. & Lond.	1898		Houston and Texas Central:						
1st m. R. R. & L'd (B to Win. 45 m.	2,000,000	6* " "	"	1899		1st Mortgage L.G. skg fund, gold	3,400,000	7 Jan. & July.	New York.	1891		
Kewanee and Crawfordsville:						Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.):	350,000	7 Jan. & July.	New York.	1889		1st Mortag....	200,000	7 Feb. & Aug.	New York.	1870		
1st Mortgage (Ev. & Chl. R.R.):	740,000	5 May & Nov.	"	1889		2d Mortgage, sinking fund.....	1,894,000	7 June & Dec.	" "	1885	104	
1st Mort. (Rockville Extension):	160,000	7 Feb. & Aug.	"	1881		3d Mortgage.....	180,000	7 May & Nov.	" "	1875		
Consolidated Mortgage.....						Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:						1st Mort. (extended 1870 to 1890).....	418,000	7 April & Oct.	Philadelphia.	1890	100	
1st Mortgage of July 1, 1867.....	1,000,000	7 Jan. & July.	New York.	1897		2d Mortgage.....	367,500	7 Feb. & Aug.	" "	1875	86	
Fall River, Warren & Providence:						1st Mortgage (Consol.).....	1,069,000	7 April & Oct.	" "	1895	47	
1st Mortgage.....	150,000	7 Jan. & July.	Providence.	1882		Illinois Central:						
Flemington (Belv. Del.):						1st Mortgage Construction.....	3,090,000	7* April & Oct.	New York.	1875	105	
1st Mortgage guaranteed.....	100,000	6 Jan. & July.	Princeton.	1877		1st Mortgage Construction.....	332,000	6* " "	" "	1875		
Flint and Pere Marquette:						Redemption, sterling.....	2,500,000	6 " "	" "	1890		
1st Mortgage L. G., 1st mort....	267,000	7 May & Nov.	New York.	1880		Illinois and South. Iowa (T. W. & W.):						
1st Mortgage L. G., 2d mort....	319,000	7 Jan. & July.	"	1887		1st Mortgage.....	300,000	7 Feb. & Aug.	New York.	1882	85	
1st Mortgage L. G., 3d mort....	1,200,000	8 March & Sept.	"	1888		1st Mortgage, conv. gold.....	2,750,000	7 Jar. & July.	N. Y. & Lond.	1900		
F. & Holly R.R. b'd's (\$25,000 a yr)	500,000	10 May & Nov.	"	1888		1st Mortgage.....	5,000,000	7* April & Oct.	New York.	1902		
Flushing and North Side (L. I.):						2d Mortgage.....	1,500,000	8 " "	" "	1890		
1st Mortgage.....	825,000	7 Jan. & July.	New York.	1889		Indianapolis, Cin. and Lafayette:						
Fonda, Johnstone's & Gloversville:						1st Mortgage (Ind. Cin.) 95 m	1,533,500	7 April & Oct.	New York.	1888		
1st Mortgage.....	300,000	7				1st Mortgage (I. C. & L.) 179 m	2,770,000	7 Feb. & Aug.	" "	1897		
Pt. W. Jackson & Sag. (Mich. C.):						1st Mortgage (" " 179 m)	1,566,000	7 June & Dec.	" "	1899	64	
1st Mortgage guaranteed.....	1,500,000	8 Jan. & July.	New York.	1889		1st Mortgage (Cin. and Ind.).....	500,000	7 " "	" "	1893		
Fr. W. Muncie & Clin. (F.W.J. & S.):						2d Mort. (C. & L. 10, 15 & 20 yrs.)	1,500,000	7 Jan. & July.	" "	1877-78		
1st Mortgage guaranteed...gold	1,800,000	7* Jan. & July.	New York.	1889		1st Mortgage.....	1,500,000	7* Jan. & July.	New York.	1888		
Galena & Chic. Union (C. & N.W.):						1st Mortgage (Ind. Cin. & L.) 179 m	397,000	7 May & Nov.	New York.	1892		
1st Mortgage.....	1,807,000	7 Feb. & Aug.	New York.	1882		1st Mortgage (Vincen. Pa. R. R.):						
955,000	7 May & Nov.	"	"	103		1st Mortgage guaranteed.....	1,700,000	7 Feb. & Aug.	New York.	1908		
Miss. River Bridge bonds.....	200,000	7 Jan. & July.	"	1884		2d Mortgage.....	1,480,000	7 May & Nov.	" "	1889		
Georgia:						1st Mortgage assumed.....	770,000	8 Jan. & July.	New York.	1879		
Bonds (various).....	681,000	7 Jan. & July.	Augusta.	1871-86		2d Mortgage.....	300,000	8 May & Nov.	" "	1880		
Goshen and Deckertown (Erie):						Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage.....	226,500	7 Jan. & July.	New York.	1880		1st Mortgage of April 1, 1869....	2,960,000	7 April & Oct.	New York.	1899		
Gr. Rapids & Indiana (P.F.W. & C.):						1st Mortgage of April 1, 1869....	1,495,000	8 Jan. & July.	New York.	1895	100	
1st Mortgage guar half yr...gold	4,000,000	7* Jan. & July.	New York.	1893		2d Mort. of 1868 for £500,000....	100,000	8 March & Sept.	" "	1888	100	
1st Mortgage half year...gold	4,000,000	7* April & Oct.	"	1899		2d Mort. of 1868 for £500,000....	100,000	8 May & Nov.	" "	1890	94	
Grand Trunk (Ca.):						Jamestown & Frank. (L.S. & M.S.):						
1st Preference Bonds £2,703,325.	13,516,625	5* Jan. & July.	London.	1888		1st Mortgage guaranteed.....	496,000	7 Jan. & July.	New York.	1897		
2d Preference Bonds £1,610,264.	8,051,320	4* " "	"	1888		2d Mortgage guaranteed.....	500,000	7 June & Dec.	" "	1894		
3d Preference Stock £758,510.	3,732,550	4* " "	"	1888		Iowa Falls & Sioux City (Ill. Cen.):						
4th Preference Stock £5,671,210.	27,855,605	4* " "	"	1888		1st Mortgage of April 1, 1869....	2,960,000	7 April & Oct.	New York.	1899		
Equipment Bonds £610,480.	3,052,400	6* April & Oct.	"	1888		1st Mortgage of April 1, 1869....	1,495,000	8 Jan. & July.	New York.	1895	100	
Postal & Military b'ds £1,200,000.	6,000,000	6* Feb. & Aug.	"	1888		2d Mort. of 1868 for £500,000....	100,000	8 March & Sept.	" "	1888		
Provincial Debentu's £2,111,500.	15,537,500		"	1888		2d Mort. of 1868 for £500,000....	100,000	8 May & Nov.	" "	1890		
Great Falls and Conway:						Jackson, Lansing and Saginaw:						
1st Mortgage.....	200,000	6 Jan. & July.	Boston.	1878		1st Mortgage of 1865....	1,495,000	8 Jan. & July.	New York.	1895	100	
Great Western (Canada):						2d Mort. of 1868 for £500,000....	100,000	8 March & Sept.	" "	1888		
Perpetual Debentures.....	227,273	5* " "	"	1881		2d Mort. of 1868 for £500,000....	100,000	8 May & Nov.	" "	1890		
Mortgage Bonds.....	2,076,176	4* " "	"	1881		2d Mort. of 1868 for £500,000....	100,000	8 March & Sept.	" "	1890	94	
Mortgage Bonds.....	2,376,906	6* "										

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Jeffersonville, Madison & Indiana:						Lehigh Valley:					
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" " "	"	1910	1st Mort. of 1868 (cont'd & reg.), free	3,343,000	6	June & Dec.	"	1898
1st Mortgage (Ind & Mad.) guar.	297,000	7	May & Nov.	"	1882	1st Mort. of '70 (reg.), for \$6,000,000	1,050,000	7	" "	"	97
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	101
Louisville Loan (Jefferson R.R.)	74,000	6	" "	"	1882	Lewey's Island (S. C. & P.):	130,000	6	June & Dec.	Calais.	1876
Joliet and Chicago (C. & Alton):						1st Mortgage (Calais Loan):					
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	Little Miami & Colum. & Xenia:	1,480,000	6	May & Nov.	New York.	1883
Joliet & Northern Ind. (Mich. C.):						1st Mortgage:	100,000	6	June & Dec.	Cincinnati.	1850
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	Cincinnati Loan.....	307,000	6	March & Sept.	New York.	1890
Junction (Cin. & Indianapolis):						1st Mortgage (Col. & Xenia):	275,000	7	Jan. & July.	"	1905
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	1st Mortgage (D. & Western.):	433,000	6	" "	"	1905
2d Mortgage.....	800,000	7	March & Sept.	"	1893	Little Rock and Fort Smith:					
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	"	1894	1st Mortgage for \$3,500,000 gold	6*	Jan. & July.	Boston	1899	
Junction, Philadelphia:						Little Rock, Pine Bluff & N.O.:	7*	— & —	New York.	1889	
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	1st Mortgage.....					
2d Mortgage.....	300,000	6	April & Oct.	"	1900	Little Schuylkill (P. & Rdg.):	783,000	7	April & Oct.	Philadelphia.	1877
Junction and Breakwater:						1st Mortgage, guaranteed.....					
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	Logansport, Crawf. & Swstn Ind.:	1,500,000	8	J. A. J. O.	New York.	1890
Kalam, Alleg. & Gr. R. (L.S. & M.S.):						1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	Long Branch and Sea Shore:					
Kalamazoo, & S. Haven (M. Cen.):						1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	1st Mortgage (Extension):	175,000	7	Feb. & Aug.	"	1890
Kalam & Three Riv. (L.S. & M.S.):						1st Mortgage (Glen Cove Br.):	150,000	6	May & Nov.	"	1893
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	General Mortgage of 1869.....	775,000	8	" "	"	1899
Kalam & W. Pigeon (L.S. & M.S.):						Louisville & Miss. Riv. (Ch. & Al.):					
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889
Kansas City and Santa Fe:						Louisville, Cincinnati and Lexington:					
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	1st Mortgage (Cincinnati Br.):	3,000,000	7	Jan. & July.	New York.	1897
Kan. City, St. Jo. & Coun. Bluffs:						2d Mortgage (general):	1,000,000	8	April & Oct.	"	1900
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Boston.	1890	1st Mort. (Lo. & Frankfort Br.):	82,000	6	Jan. & July.	"	171-80
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	Louisv. Loan (Lex. & Frankfort):	100,000	6	" "	"	1881	
2d Mort. (" " ")	150,000	10	" "	"	1st Mort. (Lex. & Frankfort):	25,000	6	" "	"	1874	
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	Louisville and Nashville:						
2d Mort. (" " ")	539,500	8	June & Dec.	"	1st Mortgage, (Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.	1877	
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	Louisville Loan (Main Stem):	849,000	6	April & Oct.	"	86-87
1st Mort. (" " ")	1,500,000	7	" "	"	Louisville Loan (Lebanon Br.):	225,000	6	May & Nov.	"	1887	
Kansas Pacific (U. Pac. E. D.):					1st Mortgage (Memphis Br.):	197,000	7	" "	"	71-75	
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	1st Mortgage (Bardstown Br.):	1,000	7	Jan. & July.	"	1870
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1st Mort. (Lebanon Br. Ext.):	88,000	7	May & Nov.	"	80-85	
1st Mort. on Branch 34 m....	600,000	7	May & Nov.	"	Louisville Loan (Leb. Br. Ext.):	333,000	6	April & Oct.	"	1893	
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	Consolid. mort. of April 1, 1868.....	5,500,000	7	" "	"	1898	
1st M. on R.R. 245 m. & 3,060,000 a	6,500,000	7	May & Nov.	"	Lowell & Lawrence (B. & L.):	67,700	6	April & Oct.	Boston	1878	
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1st Mortgage, guaranteed.....	1,950,000	7	Jan. & July.	New York.	1879	
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	"	1st Mort. endorsed by State.....	1,000,000	7	April & Oct.	"	1880	
3d Mort. Income on 428 m.	4,275,000	7	(after 5 years.)	"	2d Mortgage (general):	1,000,000	7	April & Oct.	"	1890	
Keat County (Del.):					3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1890	
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	Equipment Mortgage.....	150,000	—	—		
Kentucky Central (Cov. & Lex.):					Macon and Western:						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880
2d Mortgage March 1863.....	844,000	7	" "	"	Madison and Portage:						
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1st Mortgage.....	450,000	7	April & Oct.	New York.	1886	
Keokuk, Iowa City and Minn.:					1st Mortgage.....	1,000,000	7	Jan. & July.	"		
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	1st Mortgage.....	1,000,000	7	Feb. & Aug.	Boston.	190-91
2d Mortgage.....	5,000pm	7	" "	"	1st Mort. endorsed by State.....	163,000	6	June & Dec.	"	1898	
Keokuk and St. Paul (C.B.Q.):					2d Mortgage.....	451,200	7	Jan. & July.	"	1898	
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	3d Mort. for \$1,100,000.....	112,000	6*	April & Oct.	"	1900
Lackawanna and Bloomsburg:					1st Mort. (Bto.P. & Ken.) exch. 7s	577,000	6	" "	"	1872	
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	2d Mort. (Penob. & Ken.):	159,500	6	Feb. & Aug.	"	1870
1st Mortgage (Extension):	400,000	7	March & Sept.	Philadelphia.	1885	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889
2d Mortgage.....	500,000	7	April & Oct.	"	Marietta and Cincinnati:						
2d Mortgage (Extension):	200,000	7	May & Nov.	"	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	
Income Mortgage.....	200,000	10	Jan. & July.	"	1st Mortgage, Dollar.....	2,454,528	7	" "	Baltimore.	1891	
Income Mortgage.....	79,335	7	April & Oct.	"	2d Mortgage.....	2,500,000	7	May & Nov.	"	85	
La C. Trempl. & Pres. (C. & N.W.):					3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	1st Mort. (Scioto & Hocking):	300,000	7	May & Nov.	New York.	1896
Lafayette, Bloomington & Miss.:					Baltimore Loan to Union R. R.:	20,000	7	—	Baltimore.	....
1st Mortgage.....	1,300,000	8	— & —	New York.	....	Marietta and Pittsburg:					
Lafayette, Muncie & Bloomington:					1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	
1st Mortgage.....	1,500,000	8	— & —	New York.	....	Marquette and Ontonagon:					
Lake Erie and Louisville:					1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	Maryland and Delaware:					
Lake Shore & Michigan So.:					1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	
Sunbury B'ds (CP & ARR 95 1/2m)	500,000	7	Jan. & July.	New York.	1874	2d Mortgage.....	150,000	6	June & Dec.	"	50
Regis. Bonds (" ")	1,000,000	7	" "	"	Memphis and Charleston:						
3d Mortgage (" ")	1,000,000	7	April & Oct.	"	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	
Div'dl Bonds (L.S. R.R. 258 m)	1,500,000	7	" "	"	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	
S. Fund Bonds (LS & MSol 013m)	2,000,000	7	" "	"	1st Mort., (R.R. & 630,000 acres):	5,000,000	7	Jan. & July.	New York.	1901	
Consol. M. reg. (" ")	597,000	7	J. A. J. & O.	"	Michigan Air Line (Mich. Cen.):						
Consol. M. coup. (" ")	63,000	7	Jan. & July.	"	1st Mortgage, guaranteed.....	1,900,000	8	Jan. & July.	Boston.	1890	
1st Mort. (M.S. & N.In.RR. 521m)	5,256,000	7	May & Nov.	"	Michigan Central:						
2d Mort. (" ")	2,663,000	7	" "	"	1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	
1st Mort. (Jnne. R.R. 49 1/2 m.)	115,000	7	June & Dec.	"	1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	
S. Fund (Clev. & Tol.R.R. 1624m)	2,014,000	7	Jan. & July.	"	1st Mortgage, sinking fund conv.....	1,294,500	8	" "	"	1882	
M. of '66 (" ")	864,000	7	April & Oct.	"	1st Mort. (Mich. Air Line R.R.):	1,900,000	8	Jan. & July.	Boston.	1890	
Mort. Bonds (Buff. & E.R.R. 88m)	23,000	7	June & Dec.	"	1st Mort. (Gr. Riv. Valley R.R.):	1,000,000	8	Jan. & July.	New York.	1885	
Mort. Bonds (" ")	100,000	7	May & Nov.	"	2d Mort. (" ")	500,000	8	April & Oct.	"	1882	
Mort. Bonds (" ")	200,000	7	Jan. & July.	"	1st Mort. (Kal. & So. Haven R.R.):	640,000	8	May & Nov.	"	1889	
Mort. Bonds (" ")	300,000	7	March & Sept.	"	2d Mort. (" ")	70,000	8	Feb. & Aug.	"	1890	
Mort. Bonds (" ")	3,000,000	7	April & Oct.	"	1st Mort. (Det., Hills, & Ind. R.R.):	1,080,000	8	June & Dec.	"	1890	
1st Mort. (D.M. & Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	"	1st Mort. (Michigan Southern & North. Ind.):	5,256,000	7	May & Nov.	New York.	1885	
1st Mort. (Kal. & W.P. R.R. 37 m.)	400,000	7	Jan. & July.	"	1st Mort. (Michigan Southern & North. Ind.):	2,698,000	7	" "	"	1877	
1st Mort. (Sch. & Three Riv. R.R.)	100,000	8	" "	"	2d Mort. (" ")	225,000	7	Jan. & July.	"	97	
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	" "	"	1st Mort. (Michigan Southern & North. Ind.):	5,256,000	7	" "	"	1877	
1st Mort. (Kal. All. & Gr. R. R.)	840,000	8	" "	"	2d Mort. (" ")	225,000	7	Jan. & July.	"	97	
1st Mort. (Jamesstown & Frank.)	500,000	7	" "	"	1st Mort. (Michigan Southern & North. Ind.):	5,256,000	7	" "	"	1877	
2d Mort. (" ")	500,000</td										

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	...
Mifflin & Centre Co. (Pa. R.R.):							Newark, Somerset & Straitville:						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	...
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	...
2d Mortgage, "	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&SP):							1st Mortgage, Sterling £200,000.	972,000	6*	May & Nov.	London.	1867	...
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, ("")	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	...
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94	1st Mortgage.....	75,750	7	April & Oct.	New York.	1889	...
1st Mortgage (E. Div. Palmer.)	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	"	1897	90	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	...
1st Mortgage (Minn. Cent.):	208,000	7	"	"	1898	....	New Haven and Derby:						
1st Mortgage (Iowa & Dak.):	1,008,000	7	"	"	1898	90	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	...
1st Mortgage (P. du C.Div.):	3,674,000	8	Feb. & Aug.	"	1898	107	New H., Middlet' n & Williman:						
2d Mortgage (P. du C.Div.):	1,315,000	7.3	"	"	1898	95	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	...
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	"	1891	...
Income Mortgage.....	20,000	7	Jan. & July.	"	1873	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	...
Milwaukee and Western bonds.	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	...
Real Estate Purchase.....	148,500	7	various.	"	1898	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	35,073	7	"	"	1898	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	...
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	...
1st Mortgage, Dec. 21, 1868....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan):	10,000	6	"	"	1887	...
Minnesota and North Western:							New Jersey Midland (N.Y. & OM):						
1st Mort. sinking fund.....gold	20,000ppm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	...
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	...
1st Mortgage (Miss. Cen.):	1,354,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage ("")	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869....	2,000,000	7	May & Nov.	New York.	1889	75
1st Mort. (Miss. Cen. & Tenn.):	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.):	120,000	6	Feb. & Aug.	"	1890	...
Tennessee Loan bonds.....	1,278,930	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv.:							1st Mort. for \$3,000,000.....gold						
1st Mortgage.....gold	12,000pm	7*	— & —	New York.	1900	....	7* May & Nov.						
Land Mort. (257,000 acres).....gold	1,000,000	7	— & —	"	1900	....	New London Northern:						
Arkansas State Loan.....	10,000ppm	7	— & —	"	1900	48	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	...
Mississippi and Tennessee:							1st Mortgage, Extended.....	3,000	7	March & Sept.	"	1885	...
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	...
Consolidated Mortgage of 1866....	1,175,500	8	March & Sept.	"	1876	81-93	1st Mortg. ....gold						
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	— & —	New York.	1910	...
1st Mortgage.....	17,000pm	7	— & —	New York.	1910	....	2d Mort. endor. by Louis.....gold	12,500pm	8*	— & —	"	1910	...
Mississippi, Iowa & Nebraska:							City Extension Mort. ....gold	1,000,000	7*	— & —	New Orleans.	1890	...
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....	1st Mortgage, skg fd, 227 m. gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	...
Missouri, Kansas and Texas:							2d Mortgage of Oct. 1, 1860....gold	1,500,000	8*	April & Oct.	New York.	1890	...
1st M. RR & land (U.P.S.B.)SF	4,145,000	8	Jan. & July.	New York.	1899	....	Income Mortgage of 1870....gold	2,000,000	7*	— & —	New Orleans.	1890	...
1st M. (Teb & Nesho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	City Extension Mort. ....gold	2,000,000	7*	— & —	"	1890	...
Consol. L.G. & S.F. (\$14,000,000)d	1,605,000	7*	Feb. & Aug.	"	1904	....	New Orleans, Mobile, and Texas:						
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	...
1st Mortgage of Jan. 1, 1859....	5,000,000	10	Jan. & July.	New York.	1899	99	1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	New York.	1915	...
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	"	1890	91	2d Mortgage on 227 miles....cur.	12,500pm	8	"	"	1915	...
Missouri Valley (K.C.S. J.&C.B.):							New Orleans and Selma:						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	...
1st Mortgage	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	...
Mobile & Alabama Grand Trunk:							Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	91
1st Mort. endorsed by Ala.	16,000pm	8	Feb. & Aug.	New York.	1882	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	102
Mobile Lo'n'tl \$1,500,000 end'd by Co.	1,500,000	8	— & —	"	1882	....	Bonds for B. & N. Falls R.R.S.T.	76,000	6	Feb. & Aug.	"	1883	...
Mobile and Girard:							Bonds for railroad stocks.....	592,000	6	"	"	1883	91
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for real estate.....	162,000	6	"	"	1883	...
2d Mortgage, endorsed by Ala.	300,000	7	"	"	1883	....	Bonds and mortgages for R. E.	22,800	7	various.	"	var.	...
Plain Bonds.....	33,500	7	— & —	Mobile.	1883	....	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	...
Mobile and Montgomery:							Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	92
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	1st Mort. (Hudson Riv.R.R.):	200,000	7	Feb. & Aug.	"	1870	...
Mobile and Ohio:							2d Mort. (" ") S. F.	1,891,000	7	June & Dec.	"	1885	...
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	3d Mort. (" ") S. F.	180,000	7	May & Nov.	"	1875	...
1st Mortgage.....Sterling	5,470,000	8*	May & Nov.	London.	1882	....	Conv. B'ds(" ")	8,000	7	"	"	1867	...
Interest bonds (10 years).....	803,700	8	"	"	1878	....	New York and Fort Lee (Erie):						
Interest bonds 2nd issue.....	877,900	8	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	...
Interest bonds sterling.....	755,400	6*	"	"	1883	....	New York & Flushing (N.Y. & N.S.):	135,000	7	— & —	New York.	1876	...
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	1st Mortgage.....	3,000,000	7*	May & Nov.	New York.	1873	102
Montgomery & Erie (Erie):							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	...
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	...
Montgomery and Eufala:							Consolidated mortgage of 1863.....	1,767,000	6	Feb. & Aug.	"	1893	93
1st Mortgage of 1866, endorsed	640,000	8	March & Sept.	New York.	1886	....	Sinking Fund mortgage of 1861.....	112,305	7	Jan. & July.	"	1881	...
1st Mortgage of 1870, endorsed	300,000	8	June & Dec.	"	1900	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1872	...
Montgomery & West Point (Wtn) Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	1st Mortgage.....	141,500	7	— & —	New York.	1889	...
1st Mortgage.....	450,000	8	"	"	18.0	....	New York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
2d Mortgage.....	254,000	8	"	"	1881	....	New York & Oswego Midland:						
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	...
Montreal & Champlain:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	...
1st Mortgage Sterling £181,400.	882,813	6	Jan. & July.	London.	1890	....	1st Mortgage.....	80,000	6	"	"	1878	...
2d Mortgage.....	370,000	5	"	"	1879	....	Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899	...
Morris and Essex:							Niles and New Lisbon:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	500,000	7	— & —	Philadelphia.	1889	...
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	....	New Norfolk County (B. H. & Erie):						
Convertible bonds.....	600,000	7	Jan. & July.	"	1890	....	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	...
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	...
Muscatine (South-Western):		</											

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
North Missouri:													
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York	1895	88	Pemberton & N. York (N.J.S.):	\$375,000	7	Jan. & July.	New York	1890	
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	—	1st Mortgage, guaranteed	855,000	7	March & Sept.	New York	1898	
3d M. of Oct. 1869 (7 p.c after 5 yrs)	3,000,000	10	"	"	1888	—	Peninsula (C. & N. W.):	1st Mortgage, guaranteed	855,000	7	March & Sept.	New York	1898
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):	1st Mortgage	1,800,000	7*	May & Nov.	New York	1899
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia	1885	100	gold	1,800,000	7*	May & Nov.	New York	1899	
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:	1st Mortgage	1,500,000	7	June & Dec.	Philadelphia	1896
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96	1st Mortgage	1,500,000	7	"	"	1906	
Northern Central:							1st Mortgage	1,500,000	7	"	"	1906	
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore	Irred.	—	Penobscot and Kennebec (M. C.):	1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor	1872
2d Mortgage	2,500,000	6	"	"	1885	94	2d Mortgage	159,500	6	Feb. & Aug.	Boston	1870	
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85	Peoria & Bureau Val(C.R.I. & P.):	1st Mortgage guaranteed	600,000	8	Jan. & July.	New York	1877
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	85	Peoria & Hannibal (C. B. & Q.):	1st Mortgage	600,000	8	Jan. & July.	Boston	1878
Consol. Mort. of July 1868	2,019,000	6*	"	"	1900	93	1st Mortgage	600,000	8	Jan. & July.	Boston	1878	
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	—	Perkiomen (Phila. & R.R.):	1st Mortgage, tax free	610,200	6	April & Oct.	Philadelphia	1897
Northern New Hampshire:							1st Mortgage	610,200	6	April & Oct.	Philadelphia	1897	
1st Mortgage	115,000	6	April & Oct.	Boston	1874	—	Perth Amboy and Woodbridge:	1st Mortgage, guaranteed	100,000	6	— & —	New York	1886
Northern New Jersey (Erie):							Mortgage	3,094	6	Jan. & July.	New York	1871	
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York	1878	—	Mortgage Bonds	25,500	7	"	"	1865	
Northern Pacific:							Mortgage Bonds	266,600	8	"	"	1898	
1st Mort. on R.R. & lands... gold	50,000,000	7.3	Jan. & July.	New York	1900	—	Peoria and Rock Island:	1st Mortgage	1,500,000	7*	April & Oct.	New York	1900
North Western Virginia:							1st Mortgage	1,500,000	7*	April & Oct.	New York	1900	
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore	1873	—	Perkiomen (Phila. & R.R.):	1st Mortgage	610,200	6	April & Oct.	Philadelphia	1897
3d Mortgage ("")	140,000	6	"	"	1885	90	1st Mortgage	610,200	6	April & Oct.	Philadelphia	1897	
Norwich and Worcester:							Perth Amboy and Woodbridge:	1st Mortgage, guaranteed	100,000	6	— & —	New York	1886
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	—	Mortgage	3,094	6	Jan. & July.	New York	1871	
Plain bonds	59,000	7	June & Dec.	"	1874	—	Mortgage Bonds	25,500	7	"	"	1865	
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	—	Mortgage Bonds	266,600	8	"	"	1898	
Construction bonds	250,000	7	Jan. & July.	"	1877	—	Philadelphia and Baltimore Cent.:	1st Mortgage (Penn. Div.):	800,000	7	Jan. & July.	Philadelphia	1879
New bonds of 1870	22,000	7	"	"	1890	—	1st Mortgage (Md. Div.):	300,000	6	"	"	1891	
Nyack and Northern:							1st Mortgage	5,000,000	6	March & Sept.	Philadelphia	1881	
1st Mortgage	100,000	7	Jan. & July.	New York	1890	—	2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	
Oakland & Ottawa (D. & M.):							3d Mortgage	3,588,000	6	"	"	1920	
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London	1873	—	1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	Philadelphia	1877	
1st Mortgage ("") dollar	51,000	7	"	New York	1873	—	Philadelphia, German. & Nor'w:	1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia	1882
Ogdensburg and Lake Champlain:							Philadelphia and Reading:	Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia	1871
1st Mort. conv. into pref. stock..	4,600	7	Jan. & July.	Boston	1889	—	Debenture Loan of 1868	1,121,000	6	"	"	1893	
2d Mort. conv. into com. stock..	25,200	7	April & Oct.	"	1861	—	Debenture Loan of 1870	2,625,000	7	"	"	1890	
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102	Mortgage Loan of 1857, conv...	143,500	6	"	"	1886	
Ohio and Mississippi:							Mort. Loans of 1843-44-45 & 49.	1,521,000	6	"	"	1880	
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York	1872	101	Mortgage Loan of 1868	2,700,000	7	April & Oct.	London	1893	
1st Mortgage, (W. Div.)	850,000	7	"	"	1872	—	Sterling Loan of 1836	182,400	5*	Jan. & July.	London	1880	
2d Mortgage, (W. Div.) conv..	534,000	7	"	"	1874	85	Sterling Loan of 1843	976,800	6*	"	"	1880	
Income Mort. (W. Div.)	221,500	7	April & Oct.	"	1882	—	Sterling Loan of 1836	288,000	7*	"	"	1872	
Funded Debt Mort. (W. Div.):	16,500	7	"	"	1882	—	Philadelphia, Wilmington & Balt.:	Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia	1884
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	96	Plain Bonds	600,000	6	April & Oct.	Philadelphia	1871	
Consolidated Mort. (sterling..)	101,850	7	"	"	1898	—	Plain Bonds	400,000	6	"	"	1876	
Hill Creek and Allegheny River:							Plain Bonds	1,000,000	6	"	"	1887	
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia	1896	84	Pittsburg, Cin. & St. Louis (Pa.):	1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia	1890
1st Mortgage	580,000	7	April & Oct.	"	1882	—	2d Mort. conv.(Steubenv. & Ind.)	6,207,000	6	March & Sept.	Philadelphia	1890	
1st Mortgage	200,000	7	June & Dec.	"	1871	—	Pittsburg & Connellsville (B. & O.):	1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore	1898
2d Mortgage	71,000	7	May & Nov.	"	1871	—	2d Lien Balt. Loan	1,000,000	6	"	"	1886	
Consolidated Mortgage	819,000	7	"	"	1888	86	Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York	1889	
Old Colony and Newport:							Real Estate bonds	100,000	6	various.	Baltimore	1883	
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston	1877	102	Pittsburg, Ft. Wayne & Chicago:	1st Mortgage (Series A):	875,000	7	Jan. & July.	New York	1912
Plain Bonds	1,000	6	March & Sept.	"	1874	96	1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1912	
Plain Bonds	485,000	6	April & Oct.	"	1875	92	1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912	
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94	1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912	
Plain Bonds	34,000	6	"	"	1884	—	1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912	
Omaha and Southwestern:							1st Mortgage (Series F):	875,000	7	June & Dec.	"	1912	
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York	1890	—	2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	
Orange, Alexandria & Manassas:							2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	
1st Mort. (Alex. to Gordonsavas)	400,000	6	May & Nov.	New York	1873	86	2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	Richmond	1873	82	2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912	
3d Mort. "	598,000	8	May & Nov.	Alexandria	1880	81	2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912	
4th Mort. "	574,000	8	March & Sept.	New York	1882	83	2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912	
Consolidated Mort.	1,645,500	7	Jan. & July.	"	1893	—	3d Mortgage	2,000,000	7	April & Oct.	"	1912	
Va. State Loan	249,962	7	"	"	1893	—	Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	
Onage Valley & Southern Kansas:							Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	
1st Mortgage (5-20 years)..	200,000	10	Jan. & July.	New York	1888	—	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	
Lawego and Rome (B. W. & O.):							Port Huron & Lake Michigan:	1st Mortgage of May 1, 1869...	1,800,000	7*	May & Nov.	New York	1890
1st Mortgage guar..	500,000	7	May & Nov.	New York	1916	—	1st Mortgage of June 1, 1869...	1,800,000	7*	May & Nov.	New York	1912	
Income Mortgage guar..	112,100	6	Feb. & Aug.	"	1891	—	1st Mortgage of July 1, 1869...	1,800,000	7*	May & Nov.	New York	1912	
Oswego and Syracuse (D. L. & W.):							Portland and Kennebec:	1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1912
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York	1916	—	1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912	
2d Mortgage, guaranteed	375,000	7	"	"	1885	—	1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912	
Ottawa, Osw. & Fox R. V. (C.B&Q):							1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912	
1st Mort., traffic guar. & tax free..	1,200,000	8	Jan. & July.	Boston	1890	—	1st Mortgage (Series F):	875,000	7	June & Dec.	"	1912	
Owensboro' and Russellville:							2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	
1st Mortgage	200,000	6	April & Oct.	New York	1886	—	2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	
Pacific of Mo.:							2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York	1880	—	2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912	
1st Mortgage	7,000,000	7	Jan. & July.	"	1880	102	2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912	
Real Estate Bonds	500,000	10	various.	St. Louis	var.	—	2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912	
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	—	3d Mortgage	2,000,000	7	April & Oct.	"	1912	
Panam. a.:							Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	1876	
Sterling Bonds £152,775 at 4.5%.	740,956	7*	Feb. & Aug.	London	1872	—	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	
Sterling Bonds £19,350 at 4.5%.	93,847	7*	April & Oct.	"	1875	—	Construction bonds of Jan. 1, '70	100,000					

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AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Reading and Columbia (P. & R.):						Savannah and Charleston:					
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	1st Mortgage (Sav. & Char. R.R.)	\$106,500	7	Jan. & July.	New York.	1889
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	Bonds (C. & S.R.R.) guar by S.C.	505,000	6	May & Nov.	Charleston.	1870
Rensselaer and Saratoga:						Int. b'ds (C. & S.R.R.) gar. by S.C.	245,745	7	"	"	1889
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	1st Mort. guar. by Als. gold	16,000pm	8*	May & Nov.	New York.	1890
2d Mortgage.....	300,000	7	"	"	1880	1st Mortgage tax free....gold	350,000	7*	Jan. & July.	New York.	1900
3d Mortgage.....	150,000	7	"	"	1887	1st Mortgage, May 1, 1866....	97,002	6	May & Nov.	Philadelphia.	1876
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	Scioto & Hocking Valley (M. & C.):	300,000	7	May & Nov.	Baltimore.	1896
1st Mort. (T. S. & R.) assumed.....	500,000	7	May & Nov.	"	Seaboard and Roanoke:	210,000	7	— & —	Philadelphia.	1800	
1st Mortgage (G.F.B.) assumed.....	125,000	7	Jan. & July.	"	Selma and Gulf:	16,000pm	8*	— & —	New York.	1890	
Richmond and Danville:						1st Mortgage, guar. by Ala. gold	16,000pm	8*	— & —	New York.	1889
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	Selma, Marion and Memphis:	16,000pm	8*	March & Sept.	New York.	1889
1st Mortgage guar. by Va.....	158,100	6	"	"	1st Mortgage, guar. by Ala. gold	16,000pm	8*	— & —	New York.	1889	
Consolidated Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	"75-90	1st Mortgage (3d series).....	796,830	6	various.	— & —	var
4th Mortgage.....	64,500	6	— & —	Richmond.	"73-75	1st Mortgage, June 1, 1871....gold	450,000	7*	June & Dec.	Boston.	1891
Bonds to Roanoke Val. P.R.Co.	129,600	6	Feb. & Aug.	"	"	Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88
Rich, Fredericksburg & Potomac:						Domestic Bonds (H) 1886-'67.....	306,500	7	April & Oct.	Charleston.	'71-'72
Sterling Bonds.....	67,777	6	Jan. & July.	London.	1875	Domestic Bonds (G) 1882-'67.....	342,500	6	Jan. & July.	"	'73-'74
Dollar Bonds.....	124,489	6	"	Richmond.	var	Domestic Bonds (K) Jan. 1868.....	1,272,000	7	April & Oct.	"	'88-'91
Dollar Bonds.....	274,228	7	"	"	Real Estate Mortgage.....	78,000	6	Jan. & July.	"	'89-'92	
Richmond and Petersburg:						Mortgage, Jan. 1868 (L).....	80,733	7	various.	"	'91-'94
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	South Georgia & Florida (A. & G):	800,500	7	Jan. & July.	New York.	'82-'88
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	1st Mort. assumed by Atl. & Gulf	464,000	7	— & —	New York.	1890	
Richmond and York River:					2d Mort.	200,000	7	— & —	"	1890	
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	South Mountain Iron:					
Roanoke Valley (R. & Dan.):						1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	"71-'76	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884
Rochester & Genesee Val. (Brie):						South and North Alabama.					
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	1st Mort., endor. by Ala., tax free.....	22,000pm	8*	Jan. & July.	New York.	1890
Rockford, R. Island & St. Louis:						South Pacific (Atl. & Pac.):					
1st Mortgage, conv., S.F. tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888
Rocky River:						South Shore (Mass.):					
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880
Rome, Watertown & Ogdensburg:						South Side (L. L.):					
1st Mortgage (general) Skg Fund.....	632,500	7	June & Dec.	New York.	1891	1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887
1st Mort. (W. & R.) Skg Fund.....	796,300	7	March & Sept.	"	"	South Side, Va. (A.M. & O.):					
1st Mort. (Potadan & Watert.):	345,500	7	June & Dec.	"	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	
Rondout and Oswego:					2d Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	4th Mortgage, consol. 3d pref.	458,100	6	"	"	"
Rutland (Verm. Central):					"	Van Steen Loan (net).....	708,102	6	"	"	long
Equip. Bonds of May 1, 1870.....	500,000	7	May & Nov.	Boston.	1880	Southern Central:					
Equip. Bonds of Sept. 1, 1870.....	500,000	8	March & Sept.	"	1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	
Rutland & Burlington (Rutland):					"	1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887
1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90
2d Mort. conv. into com. stock.....	67,000	7	"	"	2d Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	
Saint Croix and Penobscot:						4th Mortgage, consol. 3d pref.	458,100	6	"	"	"
1st Mort. (Cal. & Baring R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	Van Steen Loan (net).....	708,102	6	"	"	long
2d Mort. (" " "):	17,500	6	"	"							
Calais Loan to Lewey's Isl. R.R.:	130,000	8	June & Dec.	"							
St. Joseph & C.B. (K.C.S.J. & C.B.):											
1st Mortgage (80 m. in Missouri):	1,400,000	10	March & Sept.	Boston.	1892						
2d Mortgage (" " "):	339,500	8	June & Dec.	"							
St. Joseph & Denv. C. (E.D. 112m.):											
1st Mort. of Aug. 14, 1869 free.....	1,600,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899						
St. Joseph & Denv. C. (W.D. 180m):											
1st M. RR.lands of M'y 14, '79 free.....	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900						
St. Lawrence & Industry (Can.):											
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887						
St. Louis, Alton and Terre Haute:											
1st Mortgage (Series A) skg f'd.....	1,100,000	7	Jan. & July.	New York.	1894						
1st Mortgage (Series B) skg f'd.....	1,100,000	7	April & Oct.	"	98						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	86						
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	86						
2d Mortgage Income (Series E):	1,700,000	7	"	"	77						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894						
St. Louis, Coun. Bluff & Omaha:											
1st Mortgage, guaranteed....gold	16,000pm	7*	Jan. & July.	New York.	1901						
St. Louis and Iron Mountain:											
1st Mortgage of Aug. 1, 1867 gold.....	4,000,000	7*	Feb. & Aug.	New York.	1892						
St. Louis, Jacksonville & Chicago:											
1st Mortgage of Mar. 1, 1864.....	2,365,000	7	April & Oct.	New York.	1894						
2d Mortgage of May 1, 18-8.....	360,000	7	Jan. & July.	"	94						
St. Louis, Lawr. & Denv. (Pacific):											
1st Mortgage, guaranteed....gold	1,020,000	6*	Jan. & July.	New York.	1901						
St. Louis and Santa Fe:											
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891						
St. Louis and South Eastern:											
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	"94-96						
St. Louis and St. Joseph (N. Mo.):											
1st Mort. of Nov. 2, 1868 guar....gold	1,000,000	6*	May & Nov.	New York.	1893						
St. Louis, Van. & T. H. (T.H. & I.):											
1st Mortgage, S. H. guaranteed.....	1,900,000	7	Jan. & July.	New York.	1897						
2d Mortgage, S. F. guaranteed.....	2,600,000	7	April & Oct.	"	1897						
St. Paul and Chicago (M. & St. P.):											
1st Mort. of 1870....gold	3,000,000	7*	J. A. J. & O.	New York.	1900						
St. Paul and Pacific 1st Division:											
1st Mort. (St.P. to St. Anth. 10m.):	120,000	8	March & Sept.	New York.	1892						
1st Mort. (St. Paul to Wab. 80 m.):	700,000	7	Jan. & July.	"	1892						
Land Grant & 2d Mort. (80 m.):	1,200,000	7	June & Dec.	"	1892						
General Mort. R.R. & L. \$2,020,000											
General Mort. R.R. & Landa stg.	780,000	7*	"	London.	"						
1st M. (W. Line & L.) for \$3,000,000											
2d M. (W. Line & L.) for \$6,000,000											
St. Paul and Sioux City:											
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	"						
Salem (W. Jer.):											
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878						
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878						
Sand, Mansfield & Newark (B&O):											
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909						
Baratoga & Whitehall (R. & S.):											
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1896						
Savannah, Griffin & North Ala.:											
1st Mort. of Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.	1891						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where	Due.				When.	Where	Due.	
Tioga:												
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	Western Union (M. & St. P.):	\$3,275,000	7	Feb. & Aug.	New York.	1896
Toledo, Peoria and Warsaw:							1st Mortgage for \$5,000,000					
1st Mortgage (E. Div.).....	1,800,000	7	June & Dec.	New York.	1894	92	1st Mortg. for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.	1896
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	89	March & Sept.					
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	80	Camden.					
Equipment sinking fund.....	400,000	8	Jan. & July.	"	1879	....	1st Mortg. Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896
Toledo, Wabash and Western:							Consolidated mort. Apr. 1, 1869.....	979,000	7	April & Oct.	"	1899
1st Mort. (Tol. & Ill., 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	95	West Shore Hudson River:					
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	1st Mortgage.....	678,300	7	— & —	New York.	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	90	West Wisconsin:					
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1855
Equipm't Bonds (I. & W. 75m.)	600,000	7	"	"	1883	82	Wilconico and Pocomoke:					
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	37	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888
Dearcut & East St. Louis 109 m.	2,700,000	7	"	"	1900	87	Williamston and Tarboro:					
Troy and Boston:							1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wilm., Charlotte & Rutherford:					
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	87-97
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	87-97
Convertible Bonds.....	648,000	7	"	"	1882	....	Wilmington and Reading:					
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	2d Mortgage.....	262,200	7	Jan. & July.	"	95
Troy Union:							Wilmington and Weldon:					
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881
2d Mortgage, guaranteed.....	360,000	6	"	"	1873	....	Sterling Loan.....	197,777	7	May & Nov.	"	1885
Union Pacific:							Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	91	Winona & St. Peter (C. & N. W.):					
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	79	1st Mortgage.....	20,000ppm	7	Jan. & July.	New York.	....
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	81	2d Mortgage.....	12,000ppm	7	May & Nov.	"	....
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	81	CANAL BONDS:					
Union Pacific-Central Branch:							Chesapeake and Delaware:					
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	2,030,150	6	Jan. & July.	Philadelphia.	1886
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Chesapeake and Ohio:					
Union Pacific, E. D. (see K. Pac.):							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870
Union Pacific, S. Br. (M.K. & T.):							Sterling, Loan guaranteed.....	4,375,000	5*	"	London.	1890
let M.R.B. 342m & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	Preferred Bonds.....	1,595,500	6	Jan. & July.	Baltimore.	1885
Union and Titusville:							Delaware Division (L.C. & W.):					
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878
Utica and Black River:							Delaware and Hudson:					
1st Mortgage, July 1858.....	150,000	7	Jan. & July.	New York.	1878	....	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877
Vermont Central:							Mortgage bonds of 1870, tax free.....	3,500,000	7	Jan. & July.	"	1884
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	82	Delaware and Raritan (See Camden and Amboy R. R.):					
2d Mortgage.....	1,500,000	7	"	"	1891	35	Erie of Pennsylvania:					
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	1876-'77	100	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1866
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	101	Bonds for interest prior to 1850.....	161,960	7	"	"	1873
Stanstead, Shefford & Cham. bds.	500,000	7	Jan. & July.	"	1887	84	Lehigh Coal and Navigation:					
Guar. Stock (Vt. & Co.).	2,000,000	8	June & Dec.	"	1880	100	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884
Vermont and Massachusetts:							Mortgage Loan.....	2,000,000	6	"	"	88
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Gold Loan.....	5,000,000	6*	June & Dec.	"	92
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Gold Loan.....	980,000	6*	"	"	98
Vermont Valley (Vt. Central):							Convertible Loan.....	1,996,879	6	"	"	92
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Monongahela Navigation:					
1st Mortgage.....	114,000	6	"	Boston.	1860	....	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887
1st Mortgage.....	296,200	7	"	New York.	1859	....	2d Mortgage.....	7,000	6	"	"	1875
Vicksburg and Meridian:							Morris (and Banking):					
General Mort., 1st series (red).....	\$722,500	7	Jan. & July.	Philadelphia.	1860	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884
" " 2d series (blue).....	850,000	7	"	"	1890	....	2d Mortgage.....	285,000	6	"	"	92
" " 3d series (black).....	154,000	7	"	"	1890	....	Boat Loan, sinking fund.....	236,965	7	"	"	88
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	Dividend Scrip.....	103,164	7	— & —	"	....
Special Loan.....	225,438	8	Jan. & July.	"	1890	....	Pennsylvania:					
Vineyard:							1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	2d Mortgage.....	1,761,212	6	March & Sept.	Philadelphia.	1872
Virginia Central see "Chesa. & O."							3d Mortgage.....	4,006,670	6	Jan. & July.	"	84
Virginia & Tennessee (A. M. & O.):							Plain Bonds.....	171,354	6	— & —	"	81
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	Improvement bonds.....	305,500	6	May & Nov.	"	88
2d Mortgage.....	4,000	6	"	"	1869	77	Boat and Car Loan 1863.....	600,000	6	— & —	"	88
3d Mortgage.....	990,000	6	"	"	1884	....	Boat and Car Loan 1864.....	683,660	7	— & —	"	88
Income Mortgage.....	118,000	6	"	"	1866	....	Susquehanna (S. & Tide Water):					
4th Mortgage.....	846,000	8	"	"	1900	88	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894
Registered Certificates.....	116,123	8	"	"	Richmond.	....	2d Mortgage.....	700,000	6	"	"	63
Interest Funding Bonds.....	204,200	8	"	"	New York.	1880	3d Mortgage stg.....	872,667	6*	"	"	....
Wallkill Valley (20,000 per mile):							Tide-Water (Susq. & Tide-W.):					
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1864
Ware River (N. & N.):							2d Mortgage.....	200,000	6	"	"	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	3d Mortgage.....	436,333	6	"	"	1885
Warren (D. L. & W.):							Union:					
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883
Warwick Valley (Erie):							West Branch and Susquehanna:					
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878
Washington and Ohio:							2d Mortgage.....	297,000	6	May & Nov.	"	....
1st Mortgage 1868 for \$3,000,000.....							3d Mortgage.....	18,000	6	"	"	1868
Watertown & Rome (R. W. & O.):							Wyoming Valley (Penna.):					
2d Mortgage.....	3,006	7	March & Sept.	New York.	1871	....	1st Mortgage, assumed by Pa...:	603,000	6	Jan. & July.	Philadelphia.	1878
Sinking Fund.....	796,900	7	"	"	1880	....	MISCELLANEOUS:					
Westchester and Philadelphia:							American Dock & Improvement:					
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	96	1st Mort. guar. by C. R. R. Co.:	2,000,000	7	Jan. & July.	New York.	1886
3d Mortgage (\$8 compromised).....	557,400	6	April & Oct.	"	1878	....	Consolidated (Md.) Coal:	750,000	7	Jan. & July.	New York.	1885
Western Alabama:							1st Mortgage, convertible.....	566,000	7	Feb. & Aug.	Philadelphia.	1881
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	Pennsylvania Coal:					
1st Mortgage (before consolid.).....	600,000	8	"	"	1888	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881
1st Mortgage (M. & W. Point R. R.):	750,000	8	Jan. & July.	"	1881	....	Long Dock:					
Western (B. & Albany):							Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	....	Mariposa:					
Albany Loan (A. & W. Stockbridge).....	600,000	6	Jan. & July.	Boston.	1876	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1885
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	....	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881
Western Maryland:							Quicksilver:					
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	....	1st Mortgage.....	600,000	7*	June & Dec.	New York.	1873
2d Mortgage preferred.....	600,000	6	"	"	1890	....	2d Mortgage.....	1,000,0				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (----) distinguish State and Railroads are printed in "italic."

Abstract of General Balance Sheet.

Railroad	Property and Assets.			Liabilities.			Operations.			Earnings.			
	Railroad.		Accumulations.	Accounts and Cash.		Bonds.	Stocks.		Accounts.	Surplus Income.		Freight.	
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	Net	
Sept. 20, 1870 60,000	8	3	2	3,768,000	960,000	1,766,925	0	0	18,116	18,116	0	0	
May 31, 1871 296,000	14,012,60	3	56 Adirondack	2,700,000	7,882,000	2,500,000	0	0	100	100	100	100	
Sept. 30, 1870 142,000	18,821,220	5	400 Alabama and Chattanooga	1,050,000	4,154,925	414,925	164,470,439	10,229,565	15,988,718	67,597	67,597	100	91
Jan. 31, 1871 132,000	37,911,120	12	125 Albany and Susquehanna	1,083,000	2,286,380	764,165	786,229	132,000	1,211,323	45,285,884	1,705,033	931,351	50
Jun. 30, 1870 56,500	50,000	23	7,1202 Allegheny Valley	1,000,000	425,000	0	0	0	0	0	0	100	
Dec. 31, 1870 26,500	6,878	8	124 Androscoggin	0	0	0	0	0	0	0	0	100	
Mar. 31, 1871 20,500	5,100	5	10 Annapola and Elkridge	0	0	0	0	0	0	0	0	100	
Mar. 31, 1871 23,000	1,800	1	12 Ashuelot, Topley & New Hampshire	0	0	0	0	0	0	0	0	100	
Mar. 31, 1870 34,000	3,890	6	4 Atchison, Topeka & Santa Fe	0	0	0	0	0	0	0	0	100	
May 31, 1871 18,000	8,722,9	9	12 Atlanta & Rich Air-Line	0	0	0	0	0	0	0	0	100	
May 31, 1871 80,000	8,916	18	6 119 Atlanta and West Point	0	0	0	0	0	0	0	0	100	
Dec. 31, 1870 22,000	18,821,220	5	125 Atlantic and Great West N.Y. Penn & O	0	0	0	0	0	0	0	0	100	
Dec. 31, 1870 107,000	16,3	26	19 Atlantic and Gulf	0	0	0	0	0	0	0	0	100	
May 31, 1870 96,900	5,000	9	242 Atlantic and North Carolina	0	0	0	0	0	0	0	0	100	
Mar. 31, 1870 120,000	13,000	3	25 Atlantic and Pacific	0	0	0	0	0	0	0	0	100	
Dec. 31, 1870 160,000	15,000	34	26 Atlantic and St. Lawrence	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 16,500	6,500	2	2 Avon, Genesee and Mount Morris N.Y. V	0	0	0	0	0	0	0	0	100	
Dec. 31, 1870 21,212	2,12	1	27 Baldwin and Show Shoe Pennsylvania	0	0	0	0	0	0	0	0	100	
May 31, 1871 16,500	6,500	2	28 Beloit and South Western Illinois	0	0	0	0	0	0	0	0	100	
Nov. 30, 1870 51,2	2,0	4	29 Belding Valley	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 37,930	4,530	0	30 Baltimore and Ohio	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 30,000	3,164	0	31 Baltimore Branch	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 16,500	1,650,000	0	32 Baltimore and Potomac	0	0	0	0	0	0	0	0	100	
May 31, 1871 18,700	1,650,000	0	33 Baltimore and Fitchburg	0	0	0	0	0	0	0	0	100	
May 31, 1871 33,000	5,000	0	34 Beloit and Moosehead Lake Maine	0	0	0	0	0	0	0	0	100	
Dec. 31, 1870 21,2	1,6	1	35 Belfast and Moosehead Lake	0	0	0	0	0	0	0	0	100	
Dec. 31, 1870 21,2	1,6	2	36 Belvidere and Delaware New Jersey	0	0	0	0	0	0	0	0	100	
May 31, 1871 6,000	4,1	3	37 Belvidere Delaware New Jersey	0	0	0	0	0	0	0	0	100	
Dec. 31, 1870 21,1	8,0	4	38 Berkshires Massachusetts	0	0	0	0	0	0	0	0	100	
Dec. 31, 1870 15,6	5,4	5	39 Binghamton and Corning New York	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 200,6	49,7	289,0	40 Boston Clinton and Fitchburg Mass. N.H. & N.H.	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 118	118	40 Boston Concord and Montreal N.H. & N.H.	0	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 10,9	1,735	0	41 Boston Hart and Erie M.R.I.C. & N.Y.	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	42 Boston Hart and Erie M.R.I.C. & N.Y.	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	43 Boston and Providence Mass. N.H. & N.H.	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	44 Boston and Providence Mass. N.H. & N.H.	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	45 Boston and Providence Mass. N.H. & N.H.	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	46 Boston and Providence Mass. N.H. & N.H.	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	47 Boston and Providence Mass. N.H. & N.H.	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	48 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	49 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	50 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	51 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	52 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	53 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	54 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	55 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	56 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	57 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	58 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	59 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	60 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	61 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	62 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	63 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	64 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	65 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	66 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	67 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	68 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	69 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	70 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	71 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	72 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	73 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	74 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	75 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	76 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	77 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	78 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	79 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	80 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	81 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	82 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	83 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	84 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	85 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	86 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	87 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	88 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	89 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	90 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	91 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	92 Buffalo and Erie New York & Erie	0	0	0	0	0	0	0	0	100	
Sept. 30, 1870 17,0	1,735	0	93 Buffalo and Erie New York & Erie	0	0	0	0</td						

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Dec. 31, 1870	73,0	2	168 Chicago, Cincinnati and Louisville... Ind. 2,500,000	154,000	10,000
Dec. 31, 1870	72,0	2	160 Chicago, Danville and Vincennes... Ill. 1,500,000	104,000	10,000
Mar. 31, 1871	82,6	4	160 Chicago, Lownd and Western... Wis. & Mich. 5,000,000	116,000	10,000
May 31, 1871	82,4	4	160 Chicago, Lownd and Western... Ill. Wis. & Mich. 5,000,000	116,000	10,000
Jun. 30, 1871	200,0	24	140 Chicago and Michigan Lake Shore... Mich. 8,000,000	116,000	10,000
Mar. 31, 1871	146	6	140 Chicago and Michigan Lake Shore... Mich. 8,000,000	116,000	10,000
Jun. 30, 1871	146	6	2,966 Chicago, Rock Island & Pacific... Ill. & Iowa 763,232	1,304,451	8,000
Apr. 30, 1871	26	1	Chicago and South Western... Iowa 12,000,000	1,000,000	100
Mar. 31, 1871	146	6	Chilllicothe and Brunwick... Mo. 845,000	7,000,000	100
Apr. 30, 1871	40,0	1	3 Cin. Cumber. Gan & Charles F. T. At N.C. 3,974,406	21,400	23,000
Mar. 31, 1871	40,0	1	4 Cincinnati, Hamilton and Dayton... Ohio 4,000,000	1,006,251	942,292
Jun. 30, 1871	26	1	4 Cincinnati and Indianapolis Junction... Ohio & Ind. 2,000,000	444,506	444,506
Jun. 30, 1871	146	6	4 Cincinnati, Lexington and Nashville... Tenn. 1,000,000	391,456	198,402
Jun. 30, 1871	146	6	5 Cincinnati and Martinsville... Indiana 600,000	1,000,000	1,000,000
Mar. 31, 1871	42,0	1	6 266 Cincinnati and Muskingum Valley... Ohio 1,000,000	400,000	400,000
Mar. 31, 1871	42,0	1	7 71 Cin. Richmond and Olmecia, Ohio & Ind. 829,732	120,452	120,452
Mar. 31, 1871	42,0	1	8 268 Cincinnati, Sandusky & Cleveland... Ohio 5,840,023	20,700	81,000
Mar. 31, 1871	42,0	1	9 269 Cincinnati, Col. Ciu. & Ind. Ohio & Ind. 1,006,251	127,160	20,653
Jun. 30, 1871	26	1	10 270 Cincinnati and Mahoning... Ohio 3,471,934	1,808,043	435,776
Jun. 30, 1871	146	6	11 271 Cincinnati, Vernon and Delaware... Ohio 1,234,000	198,402	198,402
Nov. 30, 1871	146	6	12 272 Cincinnati and Pittsburgh... Ohio & Ind. 1,234,000	198,402	198,402
Dec. 31, 1870	146	6	13 273 Cincinnati and Martinsville... Indiana 600,000	1,000,000	1,000,000
Dec. 31, 1870	146	6	14 274 Cincinnati and Muskingum Valley... Ohio 1,000,000	400,000	400,000
Dec. 31, 1870	146	6	15 275 Columbus and Hocking Valley... Ohio 2,376,121	24,056	24,056
Dec. 31, 1870	146	6	16 276 Concord and Portsmouth... New Hampshire 1,000,000	20,1	20,1
Mar. 31, 1871	146	6	17 277 Concord and Portsmouth... New Hampshire 1,000,000	20,1	20,1
Jun. 30, 1871	26	1	18 278 Connecticut and Passump. Riv. Vermont 1,008,838	1,008,838	1,008,838
Sept. 30, 1870	146	6	19 279 Connecticut River... Massachusetts 1,416,386	1,416,386	1,416,386
Nov. 30, 1870	146	6	20 280 Connecticut River... Massachusetts 1,787,616	223,614	1,787,616
Dec. 31, 1870	146	6	21 281 Columbus, Ohio & Ind. Penn. 11,787,837	418,660	222,192
Dec. 31, 1870	146	6	22 282 Columbus and Hocking Valley... Ohio 2,376,174	24,056	24,056
Dec. 31, 1870	146	6	23 283 Columbus and Hocking Valley... Ohio 2,376,174	24,056	24,056
Mar. 31, 1871	146	6	24 284 Columbus and Hocking Valley... Ohio 2,376,174	24,056	24,056
Mar. 31, 1871	146	6	25 285 Cooperstown and Susquehanna... New York 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	26 286 Cooperstown and Susquehanna... New York 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	27 287 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	28 288 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	29 289 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	30 290 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	31 291 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	32 292 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	33 293 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	34 294 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	35 295 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	36 296 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	37 297 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	38 298 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	39 299 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	40 300 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	41 301 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	42 302 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	43 303 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	44 304 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	45 305 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	46 306 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	47 307 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	48 308 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	49 309 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	50 310 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	51 311 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	52 312 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	53 313 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	54 314 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	55 315 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	56 316 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	57 317 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	58 318 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	59 319 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	60 320 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	61 321 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	62 322 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	63 323 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	64 324 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	65 325 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	66 326 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	67 327 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	68 328 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	69 329 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	70 330 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	71 331 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	72 332 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	73 333 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	74 334 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	75 335 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	76 336 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	77 337 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	78 338 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	79 339 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	80 340 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	81 341 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	82 342 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	83 343 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	84 344 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	85 345 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	86 346 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	87 347 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	88 348 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	89 349 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	90 350 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	91 351 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	92 352 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	93 353 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	94 354 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	95 355 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	96 356 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	97 357 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	98 358 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	99 359 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	100 360 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	101 361 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	102 362 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	103 363 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	104 364 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	105 365 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	106 366 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	107 367 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	108 368 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	109 369 Crawford and Western... Conn. 1,000,000	1,016,000	1,016,000
Mar. 31, 1871	146	6	110 370 Crawford and Western... Conn. 1,000,000	1,016,000	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (----) signify "not ascertainable."

Land Grant Railroads are printed in *bold type*. State and Railroads are distinguished by a *dot*.

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.		
	Cars.	Freight.	B. M. E.	Pass.	Engines.	Railroad in progress.	Accounts.	Bonds.	Stocks.	Passenger.	Freight.	Carried one mile.	Tons.	Net.	Market.
Years ending	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	Par.
Aug. 31, 1870	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	10,115,000	100
May 31, 1871	444	444	444	444	444	444	444	444	444	444	444	444	444	444	100
Nov. 30, 1870	861	516,0	544,2	326,219	68,73	1,738	1,738	1,738	1,738	1,738	1,738	1,738	1,738	1,738	100
July 31, 1870	220,0	146,0	37,5	10,516,0	140,129	43	1,346	1,346	1,346	1,346	1,346	1,346	1,346	1,346	100
Sept. 30, 1870	143,3	21,0	4,1	27	14	2	69	69	69	69	69	69	69	69	100
May 31, 1871	46,0	6,0	2,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	100
Aug. 30, 1871	70,0	68,0	27,5	—	79	42	7	1,247	1,247	1,247	1,247	1,247	1,247	1,247	100
Dec. 31, 1870	70,0	68,0	27,5	—	79	42	7	1,247	1,247	1,247	1,247	1,247	1,247	1,247	100
Aug. 31, 1870	114,0	2,0	5,2	—	16	16	16	16	16	16	16	16	16	16	100
Dec. 31, 1870	114,0	2,0	5,2	—	16	16	16	16	16	16	16	16	16	16	100
Aug. 31, 1870	36,0	18,0	17,0	—	32	30	16	654	654	654	654	654	654	654	100
Nov. 30, 1870	12,0	13,5	8,5	—	26	30	17	371	371	371	371	371	371	371	100
Dec. 31, 1870	12,2	0,5	1,9	—	12	12	1	21	21	21	21	21	21	21	100
Aug. 31, 1870	12,0	0,0	0,0	—	10,1	10,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	100
Dec. 31, 1870	12,0	0,0	0,0	—	10,1	10,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	1,0	100
Aug. 31, 1870	74,0	5,0	4,0	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	74,0	5,0	4,0	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Dec. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0	10,0	10,0	10,0	10,0	10,0	10,0	100
Aug. 31, 1870	27,0	2,0	1,2	—	12	12	1	10,0							

RAILROAD SHARE LIST, including Mileage.

"Rolling Stock" occurring in the columns headed "Rolling Stock" signifies that the cost of rolling stock is included in the cost of the building. It is not included in the cost of the building if the rolling stock is held for sale. The term "Building" includes all buildings, structures, fixtures, equipment, machinery, tools, vehicles, and other property used in the business.

State-Run Railroads are Obstructing Progress in America.

Abstract of General Balance Sheet.									
Market.		Operations.							
Par.	Dividends.	Carried one mile.				Earnings.			
Trains Moved.		Net							
Railroad Operated.		Gross							
Railroad.		Freight.							
Passenger.		Tons.							
Accounts and Cash.		Number.							
Surplus Income.		(Under construction.)							
Assets.		\$							
Stocks.		\$							
Bonds.		\$							
Accounts.		\$							
Liabilities.		\$							
Accounts and Cash.		\$							
Companies.		\$							
Freight.		\$							
B. M. E.	B. M. E.	\$							
F. Russ.	F. Russ.	\$							
Engines.	Engines.	\$							
Railroad in progress.	Railroad in progress.	\$							
2d Track and Sidings.	2d Track and Sidings.	\$							
Branch Line.	Branch Line.	\$							
Main Line.	Main Line.	\$							
Years ending.	Years ending.	\$							
Freight Stock.	Cars.	\$							
A. Apr. 30, 1871	21.0	\$							
B. May 10, 1870	81.0	\$							
C. June 29, 1870	28.5	\$							
D. Dec. 31, 1870	63.5	\$							
E. Sept. 30, 1870	47.6	\$							
F. Dec. 31, 1870	14.5	\$							
G. Sept. 30, 1870	12.0	\$							
H. Dec. 31, 1870	10.1	\$							
I. Dec. 31, 1870	20.0	\$							
J. Dec. 31, 1870	18.0	\$							
K. Dec. 31, 1870	1.8	\$							
L. Dec. 31, 1870	22.0	\$							
M. Dec. 31, 1870	1.9	\$							
N. Dec. 31, 1870	1.8	\$							
O. Dec. 31, 1870	50.4	\$							
P. Dec. 31, 1870	49.2	\$							
Q. Dec. 31, 1870	47.6	\$							
R. Dec. 31, 1870	42.0	\$							
S. Dec. 31, 1870	1.6	\$							
T. Dec. 31, 1870	26.0	\$							
U. Dec. 31, 1870	26.0	\$							
V. Dec. 31, 1870	1.6	\$							
W. Dec. 31, 1870	10.6	\$							
X. Dec. 31, 1870	1.6	\$							
Y. Dec. 31, 1870	1.6	\$							
Z. Dec. 31, 1870	1.6	\$							
A. Apr. 30, 1871	21.0	\$							
B. May 10, 1870	81.0	\$							
C. June 29, 1870	28.5	\$							
D. Dec. 31, 1870	63.5	\$							
E. Sept. 30, 1870	47.6	\$							
F. Dec. 31, 1870	14.5	\$							
G. Sept. 30, 1870	12.0	\$							
H. Dec. 31, 1870	10.1	\$							
I. Dec. 31, 1870	2.0	\$							
J. Dec. 31, 1870	1.6	\$							
K. Dec. 31, 1870	1.6	\$							
L. Dec. 31, 1870	1.6	\$							
M. Dec. 31, 1870	1.6	\$							
N. Dec. 31, 1870	1.6	\$							
O. Dec. 31, 1870	1.6	\$							
P. Dec. 31, 1870	1.6	\$							
Q. Dec. 31, 1870	1.6	\$							
R. Dec. 31, 1870	1.6	\$							
S. Dec. 31, 1870	1.6	\$							
T. Dec. 31, 1870	1.6	\$							
U. Dec. 31, 1870	1.6	\$							
V. Dec. 31, 1870	1.6	\$							
W. Dec. 31, 1870	1.6	\$							
X. Dec. 31, 1870	1.6	\$							
Y. Dec. 31, 1870	1.6	\$							
Z. Dec. 31, 1870	1.6	\$							
A. Apr. 30, 1871	21.0	\$							
B. May 10, 1870	81.0	\$							
C. June 29, 1870	28.5	\$							
D. Dec. 31, 1870	63.5	\$							
E. Sept. 30, 1870	47.6	\$							
F. Dec. 31, 1870	14.5	\$							
G. Sept. 30, 1870	12.0	\$							
H. Dec. 31, 1870	10.1	\$							
I. Dec. 31, 1870	2.0	\$							
J. Dec. 31, 1870	1.6	\$							
K. Dec. 31, 1870	1.6	\$							
L. Dec. 31, 1870	1.6	\$							
M. Dec. 31, 1870	1.6	\$							
N. Dec. 31, 1870	1.6	\$							
O. Dec. 31, 1870	1.6	\$							
P. Dec. 31, 1870	1.6	\$							
Q. Dec. 31, 1870	1.6	\$							
R. Dec. 31, 1870	1.6	\$							
S. Dec. 31, 1870	1.6	\$							
T. Dec. 31, 1870	1.6	\$							
U. Dec. 31, 1870	1.6	\$							
V. Dec. 31, 1870	1.6	\$							
W. Dec. 31, 1870	1.6	\$							
X. Dec. 31, 1870	1.6	\$							
Y. Dec. 31, 1870	1.6	\$							
Z. Dec. 31, 1870	1.6	\$							
A. Apr. 30, 1871	21.0	\$							
B. May 10, 1870	81.0	\$							
C. June 29, 1870	28.5	\$							
D. Dec. 31, 1870	63.5	\$							
E. Sept. 30, 1870	47.6	\$							
F. Dec. 31, 1870	14.5	\$							
G. Sept. 30, 1870	12.0	\$							
H. Dec. 31, 1870	10.1	\$							
I. Dec. 31, 1870	2.0	\$							
J. Dec. 31, 1870	1.6	\$							
K. Dec. 31, 1870	1.6	\$							

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (?) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate	Market Price.
			Paid	
RAILROAD STOCKS:				
Atlantic & St. Lawrence (O. D.) pref.	\$1,919,000	7	4	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	5	6	150
Berkshire,* guaranteed.	600,000	7	7	...
Blossburg and Corning,* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,895	7	6	60
Catavissa,* pref. and guar.	2,200,000	7	7	90
Cayuga and Susquehanna,* guar.	589,110	9	9	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	31
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred.	2,017,815	7	8	85
Chicago and Alton, pref.	2,425,400	7	10	114
Chicago, Iowa and Nebraska,* guar.	2,800,000	10	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	90
Cleveland and Mahoning,* guar.	2,056,000	7	7	...
Cleveland and Toledo,*? guar.	6,250,000	34	34	...
Cochecto, preferred.	177,750	8	8	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	...
Cumberland Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	242,000	8	8	...
Delaware,* guaranteed.	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6	...
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	88
Erie, preferred	8,536,910	7	7	66
Evansville and Crawfordsville, pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	7	7	69
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...
Housatonic, preferred.	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34	...
Joliet and Chicago,* guar.	1,500,000	7	7	27
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	5	...
Leeds and Farmington,* guar.	2,646,100	7	7	...
Little Schuylkill,* guar.				
Louisville, Cincinnati and Lexington, preferred.	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	22	...
" " 2d pref.	4,051,744	6	13	...
Manchester and Lawrence*	1,000,000	9	9	...
Michigan Southern, guaranteed.	586,500	10	10	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	7	78
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	292,250	12	12	...
New Haven and Northampton*	1,344,000	2	2	...
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	...
Paterson and Ramapo,* guar.	248,000	5	5	...
Peoria and Bureau W. Y.,* guar.	1,200,000	6	6	...
Philadelphia and Erie,*	5,996,700	10	10	...
Philadelphia and Reading, pref.	1,551,800	10	10	...
Philadelphia and Trenton,*? guar.	1,099,720	10	6	...
Pittsfield and North Adams,* guar.	450,000	6	6	...
Pottl. & Kennecott (Yarmouth) guar.	20,000	6	6	...
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb., & Potomac,* guaranteed.	142,900	7	7	...
Rochester and Genesee Valley*	557,580	7	7	...
Rutland, preferred.	2,040,000	7	7	77
St. Louis, Alton and T. H., pref.	445,556	6	5	54
Sandusky and Cincinnati, pref.	576,650	5	5	36
Schuylkill Valley,* guar.	869,450	5	5	...
Shanokin Valley & Pottsville, guar.	1,300,000	7	7	...
Tol. Peoria & Warsaw (W. D.) pref.	1,700,000	7	7	...
" " " (E. D.) pref.	1,000,000	7	7	84
Toledo, Wabash and Western, pref.	274,000	7	7	...
Troy and Greenbush,* guar.	2,500,000	8	8	...
Vermont and Canada,* guar.	1,408,300	7	7	...
Warren,* guar.	200,000	5	5	...
White Mountains,* guar.	317,050	2	2	...
Wrightv. York & Gettysburg,* pref.				
CANAL STOCKS:				
Delaware Division,* guar.	1,623,350	8	8	...
Morris, pref. d.	1,125,000	10	12	121
Schuylkill Navigation, pref.	2,588,997	5	6	33
Union, preferred.		6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.		6	...	...
Mariposa Mining, pref.	5,774,400	7	7	14

WHOLESALE PRICE CURRENT.

IRON-DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 33 50 @ 38 —
Pig, American, No. 1.....36 @ 37 —
Pig, American, No. 2.....34 @ 35 —
Pig, American, Forge.....33 @ 34 —
Bar, Refined, English and American.....35 @ 36 —
Bar, Swedes, assorted sizes.....(gold) 36 @ 100 —

Bar, Swedes, ordinary sizes.....107 50 @ 120 —

Bar, Refined.....90 @ 6 —

Bar, Common.....95 @ 6 —

Scroll.....107 50 @ 137 50

Ovals and Half-round.....107 50 @ 125 —

Band.....— @ 102 50

Horse Shoe.....105 @ 115 —

Rods, #3-18 inch.....95 @ 130 —

Hoop.....112 50 @ 160 —

Nail Rod.....per lb. 64 @ —

Sheet, Russia, as to No.'s.....(gold) 17 1/2 @ 18 —

Sheet, Single D. and T. Common.....5 1/2 @ 6 —

Rails, English.....(gold) per ton. 57 @ 59 64

Rails, American, at Works in Penna. c'y. 70 @ 71 —

Anvils, (Eagle).....per lb currency. 8 @ —

STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb. or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va. (Store prices.)

English, Cast... (2d and 1st quality). per lb. 15 @ 18 —

English Spring (2d and 1st quality).....7 @ 10 —

English Blister (2d and 1st quality).....10 @ 17 —

English Machinery.....11 @ 13 —

English German (2d and 1st quality).....10 1/2 @ 12 —

American Blister "Black Diamond".....— @ 12 —

American, Cast, Tool, do.15 @ 16 —

American, Spring, do.9 @ 11 —

American Machinery do.9 @ 10 —

American German do.9 @ 11 —

NAILS-DUTY: Cut, 1 1/2; Wrought, 2 1/2; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60¢.....per 100 lb. — @ 4 65

Cut Spikes, all sizes.....— @ 4 90

Clinch.....6 15 @ 6 65

Horse Shoe, Forged (No. 10 to 5).....per lb. 19 @ 23 —

Copper.....— @ 39 —

TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Barca.....(gold) per lb. — @ 43 —

Straits.....(gold)39 @ 40 —

English.....(gold)38 @ 39 —

Plates—Fair to good brands. —Gold—Currency.

I. C. Charcoal.....per box. 9 @ 9 50 10 37 1/2 @ 11 —

I. C. Coke.....7 75 @ 8 75 9 25 @ 10 25 —

Coke Terne.....6 50 @ 7 62 1/2 7 50 @ 9 25 —

Charcoal Terne.....7 87 1/2 @ 8 50 9 75 @ 10 25 —

PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk), per gall. 13 1/2 @ 13 1/2 —

Crude, 40 @ 47 gravity (in shipping order) — @ 17 —

Refined, Standard White (in shipping order)6 1/2 @ 23 —

Refined, prime White (in jobbing lots)6 1/2 @ 24 —

Refined, S. W. (in tin)27 1/2 @ 28 —

Naphtha, Refined, (66 @ 73 gravity)11 1/2 @ 11 1/2 —

Residuum.....per bbl. 4 @ 6 —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.) (Old List.)

1st. 2d. 3d. 4th.

Sizes. A. B. C. D.

6 by 8 to 7 by 9\$7 75 \$7 00 \$6 50 \$6 00

8 by 10 to 10 by 158 25 7 50 7 00 6 50

11 by 14 to 12 by 189 75 9 00 8 00 7 00

14 by 16 to 14 by 2410 50 9 50 8 50 7 50

18 by 22 to 18 by 3012 25 11 25 10 00 8 00

20 by 30 to 24 by 3015 00 13 75 11 50 9 00

24 by 31 to 24 by 3616 50 15 00 12 50 10 00

25 by 36 to 30 by 4417 50 16 00 14 50 12 50

30 by 46 to 32 by 4820 00 18 00 15 50 13 50

32 by 50 to 32 by 5622 00 20 00 17 00 14 50

Above.....25 00 23 00 20 00 16 00

(The above subject to a discount of 5@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)

1st. 2d. 3d. 4th.

Sizes. A. B. C. D.

6 by 8 to 7 by 9(4 qts.) ...per 60 feet. 10 @ 7 75

8 by 11 to 10 by 15(4 qts.) ...per 60 feet. 10 50 @ 8 —

11 by 14 to 12 by 18(4 qts.)12 @ 9 25

14 by 16 to 14 by 24(4 qts.)12 50 @ 9 75

18 by 22 to 18 by 30(4 qts.)15 @ 10 50

20 by 28 to 24 by 36(4 qts.)18 50 @ 12 50

28 by 34 to 26 by 40(3 qts.)21 50 @ 18 —

28 by 38 to 28 by 44(3 qts.)22 @ 18 50

28 by 46 to 50 by 48(3 qts.)23 @ 17 —

30 by 50 to 32 by 62(3 qts.)24 50 @ 18 —

32 by 54 to 34 by 66(3 qts.)26 50 @ 19 50

34 by 58 to 34 by 60(3 qts.)30 @ 22 —

36 by 60 to 40 by 60(3 qts.)36 @ 28 —

(Subject to a discount of 5@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

Th. 30. F. 1. Sat. 2. M. 4. Tu. 5. W. 6.

Ganton Co.....70

Central Pacific Co. 103 1/2

Central of N. Jersey. 111

Chicago & Alton. 117

.. pref. ..

.. 1 M. ..

.. S. F. ..

.. Inc. bds. ..

Chicago, Burl. & Q. 1883

Chic. & Northwestern 61 1/2

Chic. & Rock Isl. & Pac. 61 1/2

Chi., R. I. & Pa. 103

Clev., Col. & Ind. 86 1/2

Clev. and Pittsburg. 125 1/2

Conn. 122

Columbus. 122

Columbus & Toledo.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

Th.30. F.1. Sat.2. M.4. Tu.5. W.6

FEDERAL STOCKS:-

U. S. 6s, 1874, reg.	100	100	100	100	100
U. S. 6s, 1874, coup.	100	100	100	100	100
U. S. 6s, 10-40s, coup.	100	100	100	100	100
U. S. 6s, 10-40s, reg.	100	100	100	100	100
U. S. 6s, 1881, reg.	100	100	100	100	100
U. S. 6s, 1881, coup.	100	100	100	100	100
U. S. 6s, 1881, reg.	113	113	113	113	113
J. S. 6s, 1881, coup.	117	117	117	117	117
U. S. 6s, '81, O. W. L.	110	110	110	110	110
U. S. 6s, 5-20s, reg. '62.	111	111	111	111	111
U. S. 6s, 5-20s, c. 1862.	111	111	111	111	111
U. S. 6s, 5-20s, reg. '64.	110	110	110	110	110
U. S. 6s, 5-20s, c. 1864.	110	110	110	110	110
U. S. 6s, 5-20s, reg. '65.	110	110	110	110	110
U. S. 6s, 5-20s, c. 1865.	111	111	111	111	111
U. S. 6s, 5-20s, r. n. '65.	111	111	111	111	111
U. S. 6s, 5-20s, c. n. '65.	113	113	113	113	113
U. S. 6s, 5-20s, reg. '67.	113	113	113	113	113
U. S. 6s, 5-20s, c. 1867.	114	114	114	114	114
U. S. 6s, 5-20s, reg. '68.	114	114	114	114	114
U. S. 6s, 5-20s, c. '68.	113	113	113	113	113
U. S. 6s, Pac.R.R. issue.	113	113	113	113	113

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

W.29. Th.30. F.1. Sat.2. M.4. Tu.5.

Catawissa	45	45	45	45	45
Camden and Amboy	133	134	136	136	136
.. 6s, 1875	91	90	90	90	90
.. 6s, 1883	91	90	90	90	90
.. 6s, 1889	91	90	90	90	90
mort. 6s, '89 93	91	90	90	90	90
Elmira & Williamsport	94	94	94	94	94
.. 7s	94	94	94	94	94
Lehigh Navigation	35	35	35	35	35
.. 6s, 1884	94	94	94	94	94
.. Gold L.	94	94	94	94	94
.. R. R. L.	92	92	92	92	92
.. Conv. L.	92	92	92	92	92
Lehigh Valley R. R.	59	59	60	60	60
.. 6s new coup 97	59	60	60	60	60
.. 6s new reg.	59	60	60	60	60
Little Schuylkill R. R.	47	47	47	47	47
.. 7s	47	47	47	47	47
Minehill	53	53	53	53	53
Morris Canal	121	121	121	121	121
.. pref.	121	121	121	121	121
North Pennsylvania	100	100	100	100	100
.. 6s, 1880	100	100	100	100	100
.. 7s	100	100	100	100	100
.. 10s, 1887	100	100	100	100	100
Northern Central	38	38	38	38	38
Oil Creek & Alleg. Riv.	45	45	49	49	49
Pennsylvania R. R.	58	58	58	58	58
.. 1st M.	100	100	100	100	100
.. 2d M.	97	97	97	97	97
.. Gen. mort.	94	94	94	94	94
.. reg.	95	95	95	95	95
Penn. State, 6s, 1st series	102	102	102	102	102
.. 6s, 2d series	102	102	102	102	102
.. 6s, 3d series.102	108	108	108	108	108
Philadelphia City, 6s	100	100	100	100	100
.. new	102	102	102	102	102
Philad. Germ. & Nor.	85	85	85	85	85
Phila. Reading	57	57	57	57	57
Philadelphia and Erie	88	88	88	88	88
.. 6s	88	88	88	88	88
Schuylkill Navigation	15	15	15	15	15
.. pref.	15	15	15	15	15
.. 6s, 1882	80	80	80	80	80
.. 6s, 1876	80	80	80	80	80
.. 6s, 1872	80	80	80	80	80
Huntington, (Horse)	20	21	21	21	20
Chestnut & Wal.	20	20	20	20	20
Green & Coates	66	66	66	66	66
2d and 3d streets	66	66	66	66	66
Spruce and Pine	32	32	32	32	32
13th and 15th sts.	32	32	32	32	32

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

W.29. Th.30. F.1. Sat.2. M.4. Tu.5.

Baltimore City 6s, 1875	98	98	98	98	98
.. 1886	99	99	99	99	99
.. 1890	99	99	99	99	99
.. 1884	99	99	99	99	99
.. 1900	99	99	99	99	99
Balt and Ohio	140	140	140	140	140
.. bonds, 1875	140	140	140	140	140
.. 1880	140	140	140	140	140
.. 1885	140	140	140	140	140
Marlotta & Clin. 1st M.	96	96	96	96	96
.. 2d M.	85	85	85	85	85
.. 3d M. 8s	79	79	79	79	79
Northern Central	38	38	38	38	38
.. 1885	38	38	38	38	38
.. 1900	38	38	38	38	38
Pittab. & Connells. 7s	93	93	93	93	93
N. W. Va. 1st mort.	93	93	93	93	93
.. 2d mort.	93	93	93	93	93
.. 3d mort.	93	93	93	93	93
Virginia 6s, Consol.	64	64	64	64	64
.. Defer. Certif.	28	28	28	28	28
City Passenger R. R.	28	28	28	28	28

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

Th.30. F.1. Sat.2. M.4. Tu.5. W.6

Boston and Albany	143	142	143	144	144
Boston and Lowell	142	142	142	142	142
Boston and Providence	144	144	145	145	145
Boston, Hartford & Erie	203	27	27	27	27
.. 7s, new	84	84	84	84	84
Cheshire, pref.	139	140	140	140	140
Concord	108	108	108	108	108
Connecticut River	135	134	135	135	135
Eastern	104	104	104	104	104
Fitchburg	106	106	106	106	106
Manchester & Lawrence	57	57	57	57	57
Michigan Central	118	118	118	118	118
Northern, N. H.	110	110	110	110	110
Ogdene & Lake Champlain	89	89	89	89	89
.. pref.	104	104	104	104	104
Old Colony & Newport	106	106	106	106	106
Ph. Wil. & Baltimore	57	57	57	57	57
Portl'd, Saco & Ports	129	129	129	129	129
Union Pacific	27	27	27	27	27
" 6s	88	88	88	88	88
" Land Grant 7s	78	78	78	78	78
" Income 10s	80	80	80	80	80
Vermont & Canada	99	99	99	99	99
Vermont & Mass.	102	102	102	102	102
South Boston (Horse)	75	75	75	75	75
Cambridge	11	11	11	11	11
Metropolitan	75	75	75	75	75
Middlesex	11	11	11	11	11
Central Mining Co.	2	2	2	2	2
Copper Falls	4	4	4	4	4
Franklin	4	4	4	4	4
National	5	4	4	4	4
Pewable	4	4	4	4	4
Quincy	5	5	5	5	5

London Stock Exchange.

Closing Prices.

Nov. 24. Nov. 17.

Atl. & Gt. West. N. Y. sec. 7 per ct	87	85	85	90
1st mort., 1880	80	85	80	85
Do. 2d mort., 1881	87	92	85	90
Do. Penn., 1st mort., 1877	80	85	80	85
Do. 2d mort., 1882	80	85	80	85
Do. Consol. 7 per cent., 1890	34	35	35	36
Detroit and Milwaukee 1st mort., 7s	73	73	73	73
Do. 2d mort., 8 p. c.	70	80	70	80
Erie shares 100 dol. all paid	24	25	25	25
Do. sterig. 6 p. c. convertible bonds	72	74	69	71
Illinois Central, 6 per cent., 1875	73	80	75	80
Do. Redemption mort. bonds 6 p. c. 100	102	100	100	103
Do. 100 dol. shares, all paid	108	109	108	109
Marietta and Cincinnati 7s, 1869	85	95	85	95
Panama 2d mort., 7s, 1872	99	101	99	101
Panama General mort., 7s, 1897	73	80	75	80
Penn. R. R. bonds, 2d mort., 6 p. c.	97	99	97	99
Do. General mort., 6 p. c. 1910	98	99	98	99
Do. \$50 shares	48	49	48	48
Philadelphia and Erie 1st mort., 1881. 9s	98	98	95	97
Do. with option to be paid in Phila. 9s	98	98	95	97

has been less liberal, and lenders have been some-

what firmer in their views. In the discount line, a moderately active business has been reported, chiefly in strictly choice grades of mercantile paper, within the range of 7@9 per cent. per annum.

From Washington we hear that the payments on account of the new five per cent. Funding Loan have come in with unexpected promptness. The coin needed for the payment of the six per cents is already provided. It is not anticipated, however, that a very large proportion of coin will be required for the redemption of the 100,000,000 of the called six per cents. Eight millions of gold have been paid on account of cash redemptions, which amount covers all the bonds presented for cash payment on both foreign and domestic account. The most of the 100,000,000 of the fives called in for Dec. 1, have been taken up by American and European syndicate. These will be used in settlement for the new five per cents. It is, consequently deemed improbable that any large additional amount of gold will be required to close the negotiation. The U. S. Assistant Treasurer at this port, on Monday cashed gold checks issued for the redemption of 5-20's to the amount of \$2,200,000, and on Wednesday, \$800,000 making a total thus far paid out on this account here of full ten millions.

The amount of U. S. currency outstanding at the beginning of the current month was \$398,721,569.

The city banks, in their latest return, show a reduction of \$1,286,000 of legal tender notes, with an increase of \$1,851,900 of specie, and \$4,284,700 of deposits; also an addition of \$3,913,200 to their loan and discount averages, and a reduction of \$17

Government revenues have been yielding less freely since our last. The excises yielded last week about $2\frac{1}{4}$ millions, and thus far since July 1, about $57\frac{1}{4}$ millions. The customs at the port of New York, last week were \$1,810,846; and at the outports, equal to about \$600,000 more, all in coin, or coin certificates.

The aggregate revenue of the Treasury Department, in the last fiscal year, was \$383,823,944, viz: from customs, \$206,270,408 05; from internal revenue, \$143,098,153 63; from sales of public lands, \$2,388,646 68; from miscellaneous sources, \$81,066,736 53.

Gold has been in rather limited speculative demand during the week, and there has been less firmness in the course of the market as to the price. The export and customs call has been less urgent, particularly for customs. The offerings of Gold have been more liberal. The range of the price during the week has been from $109\frac{3}{4}$ @ $110\frac{1}{2}$ and the closing quotation on Wednesday was $109\frac{3}{4}$ @ 110 against $110\frac{1}{2}$ the preceding Wednesday. The specie outflow, last week, was \$556,614; on Tuesday of this week, \$1,000; and on Wednesday \$161,473. The Gold Exchange Bank clearances have averaged $38\frac{1}{4}$ millions a day during the week.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 2, 1871 \$81,657,990, against \$83,228,416 same time in 1870.

The export drain of specie was \$556,614 last week, against \$519,863, same week preceding year. The shipments since January 1, 1871, have been \$62,166,116, against \$56,536,323 same time in 1870.

The Treasury Department on Wednesday held a coin reserve of \$98,400,000, and a currency balance of \$10,160,000.

The customs demand for Gold last week, averaged \$362,000 a day; thus far, this week, it has averaged \$565,000 a day, or equal to a weekly aggregate of \$8,390,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$6,904, and since Jan. 1, 1871, \$8,428,905 against \$11,387,557 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$146,268,017 against \$132,764,278 same time in 1870.

Foreign exchange has been quoted stronger, but has been without remarkable activity. Bankers' sixty day bills on London closed on Wednesday at $109\frac{1}{2}$ @ $109\frac{3}{4}$; sight bills on London, $109\frac{3}{4}$ @ $109\frac{1}{2}$.

Government securities have been offered sparingly and have been quoted generally firm notwithstanding the depression in gold. The demand for the later issues of the coin bearing bonds has been fair, both on home and foreign investment account.

On Wednesday, Government bought in \$517,450 of Five-Twenties at $109\frac{7}{4}$ @ $109\frac{8}{4}$. The amount of bonds offered was \$813,950 at from $109\frac{7}{4}$ @ $110\frac{1}{2}$.

Under the December programme of the Treasury Department, Government proposes to sell at least four millions of gold, during the month, as follows: Thursday, Dec. 7, \$1,000,000; Thursday, Dec. 14, \$1,000,000; Thursday, Dec. 21, \$1,-

000,000; Thursday, Dec. 28, 1,000,000. And to buy in at least four million of Five-Twenties, as follows: Wednesday, Dec. 6, \$1,000,000; Wednesday, Dec. 13, \$1,000,000; Wednesday, Dec. 20, \$1,000,000; Wednesday, Dec. 27, \$1,000,000;

The new 5 per cents of the Funding Loan of 1881 recently negotiated were put on the regular call at the Stock Exchange on Monday and sold at $109\frac{3}{4}$.

U. S. sixes of 1881 closed here on Wednesday of the current week at $117\frac{1}{4}$ @ $117\frac{1}{2}$; U. S. Five-Twenties of 1862, (other than the bonds called in) $110\frac{3}{4}$ @ 111 ; U. S. Five-Twenties of 1864 at $110\frac{3}{4}$ @ $110\frac{1}{2}$; U. S. Five-Twenties of 1865, $111\frac{1}{4}$ @ $111\frac{1}{2}$; U. S. Five-Twenties of 1865 consolidated, $113\frac{3}{4}$ @ $113\frac{1}{2}$; U. S. Five Twenties of 1867, $114\frac{3}{4}$ @ $114\frac{1}{2}$; U. S. Five-Twenties of 1868, $114\frac{1}{2}$ @ $114\frac{3}{4}$; U. S. Ten-forties at $109\frac{3}{4}$ @ $110\frac{1}{2}$; U. S. Fives of 1881 (Funding Loan) $109\frac{1}{2}$ @ $109\frac{3}{4}$. Six per cent. currency bonds, 113 @ $113\frac{1}{2}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 22.	Nov. 28.	Dec. 6.
Consols	$93\frac{3}{8}$	$93\frac{1}{2}$	$92\frac{1}{8}$
U. S. 5-20's of 1862..	92	92	$92\frac{3}{4}$
U. S. 5-20s, 1855....	$92\frac{1}{4}$	$92\frac{1}{4}$	$92\frac{3}{4}$
" 1867	$94\frac{3}{4}$	$94\frac{3}{4}$	$95\frac{1}{8}$
" 10-40s	$90\frac{1}{4}$	$90\frac{1}{8}$	$90\frac{3}{4}$
Erie.....	$25\frac{5}{8}$	$25\frac{5}{8}$	$26\frac{1}{4}$

The new Funding Five per cent. Loan was not quoted in London on Wednesday.

State bonds have been in moderate demand at fairly supported prices.

Railway bonds have been in good demand for investment purposes especially through the commission houses, at generally strong and buoyant prices for the more popular loans. Central Pacific Railroad Sixes closed firmly on the basis of $103\frac{1}{2}$ @ $103\frac{3}{4}$, with a fairly active call for the bonds, which are quite scarce, in the open market. Chesapeake and Ohio Sixes have been readily taken at 94 per cent. and accrued interest.

Railway and miscellaneous share property has not been remarkably active, and, with Money somewhat more stringent to speculative borrowers, there has been some depression and irregularity in value, though towards the close, the advantage seemed in favor of operators for a rise.

General business has been on a restricted scale. Breadstuffs and provisions have been rather unsettled in prices. Middling upland cotton closed on Wednesday at $19\frac{1}{4}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 948,102 bales, against 1,134,817 bales same time in the preceding year; exports 401,864 bales, against 537,922 bales in the previous year; stock at the ports at latest dates, 378,905 bales, against 388,819 bales same date 1870.

At the Live Stock Markets, Beeves have been in more confident demand at from $9\frac{1}{2}$ @ $12\frac{1}{4}$ cts.; Veals at $5@10\frac{1}{2}$ cts.; Sheep at $4\frac{1}{2}$ @ $6\frac{1}{2}$ cts.; Lambs at $6@8$ cts.; Swine, at $4\frac{3}{8}$ @ $4\frac{1}{2}$ cts. per lb., all live weight. The week's receipts were 4,450 Beeves, 1,178 Veal Calves, 20,994 Sheep and Lambs; and 46,858 Swine.

Foreign goods have been in less request at however generally steady rates. The week's imports of foreign goods reached \$5,644,926, including \$1,223,810 of dry goods.

Ocean freights have been less active and rates have been quoted somewhat irregular.

The following quotations of sales of Railway

and other securities are in addition to those given elsewhere in our columns:—

New York.—Arkansas 6s, Fund Act, 53; Texas 10s, 1876, $92\frac{1}{2}$; North Carolina 6s, special tax, 14; do. Fund Act 1868, 21; South Carolina 6s, old, 50; do, new, Jan. and July, $29\frac{1}{4}$; do, Apl. and Oct., 27; Louisiana 6s, Levee bonds, $63\frac{3}{4}$; N. Y. State 7s, B. L. reg., $109\frac{5}{8}$; Long Dock bonds, 88; Toledo, Wabash and Western consol., 87; North Missouri 1st mort., $88\frac{1}{2}$; Central of New Jersey 1st mort. new, 104; Ohio and Miss. 2d mort., 86; do, consol., 96; Great Western 1st mort. 1888, $98\frac{1}{2}$; Quincy and Toledo 1st mort., 87; St. Louis and Iron Mt. R. R., 80; do, 1st mort., $94\frac{1}{4}$; Cedar Falls and Minnesota 1st mort., $84\frac{1}{2}$; Albany and Susquehanna 2d mort., 93; Hannibal and Naples 1st mort., 88; Mil. and St. Paul 1st mort., Iowa div., 90; Western Union Tel., 68; do, 7s, 92; L. S. & M. S. scrip, $82\frac{3}{4}$; Maryland Coal, $22\frac{1}{2}$; Am. Coal, $46\frac{1}{2}$; Consol. Coal of Md., 42; Cumberland Coal and Iron, 40; Adams Exp., $87\frac{3}{4}$; Am. Mer. Union Exp., 60; U. S. Exp., 57; Quicksilver pref., 80; Manhattan Gas, 248.

Philadelphia.—Penn. and New York 7s, 93; Oil Creek and Allegheny River R. R. 1st mort., 86; Morris Canal 1st mort., 92; West Jersey 7s, $101\frac{1}{2}$; Wilmington and Reading 7s, 95; Lehigh Valley new 7s, reg., $101\frac{1}{2}$; Phila. and Reading 6s, 1880, 90; Huntington and Broad Top Mt. 1st mort., 100; do, consol., 47; Camden and Atlantic 2d mort., 85; Perkiomen R. R. 6s, 79; Warren and Franklin 1st mort., 90; Chesapeake and Delaware Canal, $38\frac{1}{2}$; Pennsylvania 6s W. L., reg., $102\frac{1}{2}$; Fulton Coal, $5\frac{1}{2}$; N. Y. and Middle Coal, $4\frac{3}{4}$. The latest quotations are: City 6s, —@96; do, free of tax, $98\frac{1}{2}$ @99; State 6s, coupon, $96@-$; do, 6s, W. L. $102@102\frac{3}{4}$; do, 1st series, $102\frac{1}{2}$ @ $103\frac{1}{2}$; do, 2d series $106\frac{1}{2}$ @ $106\frac{1}{2}$; do, 3d series, $108\frac{1}{4}$ @ $109\frac{1}{2}$; Reading, $57\frac{1}{2}$ @ $57\frac{1}{2}$; do, 7s, 1893, $102\frac{1}{2}$ @ 103 ; do, mort. 6s, 1880, $90@92$; Camden and Amboy, $136@136\frac{1}{2}$; do, mort. 6s, 1889, $93@94$; do, 1883, $90\frac{1}{4}$ @ $90\frac{1}{2}$; do, 1889, $88@90$; Pennsylvania R. R., $58\frac{1}{2}$ @ $58\frac{1}{4}$; do, 1st mort., 100@101; do, 2d mort., 97@98; do, General mort. coupon, $95@95\frac{1}{2}$; do, reg., $96@96$; Little Schuylkill R. R., 47@47; Morris Canal, $48@50$; do, pref., 121@123; do, 6s, $90@92$; Susquehanna Canal, 7@11; do, 6s, $65@65$; Schuylkill Nav., $8@9$; do, pref., $16\frac{3}{8}$ @ $16\frac{1}{2}$; do, 6s, 1882, $80@80$; Elmira and Williamsport pref., 42@45; do, 7s, 1873, $93\frac{1}{2}$ @ 94 ; do, 5s, 61@—; Lehigh Coal and Navigation, $36\frac{1}{4}$ @ $36\frac{1}{4}$; do, 6s, 1884, $86@88$; do, R. R. Loan, $92\frac{1}{4}$ @—; do, Gold Loan, $93@94$; North Pennsylvania, $48@48$; do, 6s, 100@103; do, 7s, $94@96$; do, Chatte 10s, 110@110; Philadelphia and Erie, $25@25\frac{1}{2}$; do, 6s, $88@89$; Minehill, $53\frac{1}{2}$ @ $53\frac{3}{4}$; Catawissa, $16@20$; do, pref., $44\frac{3}{4}$ @45; Lehigh Valley, $59\frac{1}{2}$ @60; do, 6s, new coupon, $94@-$; do, reg., $94\frac{1}{2}$ @ $96\frac{1}{2}$; do, 7s, 101@102; Fifth and Sixth streets, (horse,) $44@48$; Second and Third, $66@67$; Thirteenth and Fifteenth, $22@23$; Spruce and Pine, $32\frac{1}{2}$ @ 33 ; Green and Coates, $47@-$; Chestnut and Walnut, $53\frac{1}{2}$ @ 55 ; Hestonville, $20\frac{1}{2}$ @ 21 ; Union, $60@-$; Germantown, $34\frac{1}{4}$ @—.

Boston.—Vermont Central and Vt. and Canada 8s, 1875, 100 ; Michigan Central R. R. 8s, 1890, $108\frac{1}{2}$; Old Colony and Newport 7s, 1871, reg., 102; do, 6s, 1875, 95; Maryland and Delaware 1st mort., 6s, 1885, 50; Vermont Central 1st mort., $83\frac{3}{4}$; do 2d mort., 35; Stanstead, Shefford and

and Chamby 7s, 84; Burlington and Missouri River R. R., 102½; do, 8s, in Nebraska, 94½; Quincy and Warsaw 1st mort., 8s, 98; Eastern 6s, 1874, reg., 96; Cincinnati, Sandusky and Cleveland R. R., 20; do, 7s, 1890, 81; Vermont Central old, 75c.; Norwich and Worcester R. R., 118; Connecticut and Passumpsic Rivers R. R. pref., 90; do, 6s 1876, 92½; Rutland pref., 77; do, 8s, 1880, 98; Eastern (N. H.) R. R., 101½; Cape Cod R. R., 69½; Indianapolis, Cincinnati and Lafayette R. R., 7½; Boston Water Power Co., 43; Cary Imp., 12½; Waverly Land, 3½; Maine 6s, 1883@1889, 100; Rhode Island 6s, 1882, 100; Vermont 6s, 1876, 100½; Chicago 7s, 95¾@96; Cook Co., Ill., 7s, 1885, 95½; Lowell 6s, 1890, 99½; Bath 6s, 1891, 91; do, 1889, 93½; Rockland 6s, 1891, 90½; Albany 6s, 1879, 98; do, 1895, 94; Portland 6s, R. R. Loan, 94; Bangor 6s, 1874, 95; Boston 6s, currency, 100½; do, 5s, 1882, gold, 97; Cambridge 6s, 1882, 90; Cincinnati 7 3-10s, 1898, 104½; St. Louis 6s, 1887, 88½; Allouez Mining Co., 4½; Calumet and Hecla, 106.

Baltimore.—Richmond and Danville bonds, 77½; Orange and Alexandria 4th mort., 8s, 81½; Northern Central 6s, gold, 1900, 93½; Western Maryland 3d mort. gaar., 92; Orange, Alex. and Manassas bonds, 88½; Central Ohio R. R., 30; Marietta and Cincinnati 2d pref., 13½; Maryland Defense Loan, 106; Memphis City 6s, 55½; Santa Clara bonds, 17; George's Creek Coal, 82. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 93½@93½; Baltimore and Ohio, 141½@141½; do, 6s, 1875, 96@96; do, 1880, 96@96½; do, 1885, 94½@95; Northern Central, 88½@88½; do, 6s, 1885, 93@93½; do, 1900, 85@87; do, 6s, 1900, gold, 93½@93½; N. W. Va. 1st mort., 98½@—; do, 2d mort., 99@—; do, 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96½@97½; do, 2d mort., 85½@86; do, 3d mort., 79½@79½; Central Ohio, 29½@30; do, 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@96; do, 3d mort., guar., 91@92; do, 2d mort. pref., 60@—; do, 6s, guar. by Washington Co., 82@87; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 88@—; do, 2d mort. 6s, 82@83; do, 3d mort. 6s, 88½@90; do, 4th mort. 6s, 81½@82½; Orange, Alex. and Manassas 7s, 88½@88½; Virginia and Tennessee 8s, 68½@90; do, 6s, 1st mort., 90@95; do, 6s, 2d mort., 77@80; Baltimore 6s, 1875, 98½@98½; do, 1884, 96@97; do, 1886, 99½@101; do, 1890, 99@100; do, 1893, 97@98; do, 1900, 98½@99; Memphis City 6s, 56@56½; Maryland 6s, 1890, 95@—; do, Defense Loan, 1883, 105½@106; City Passenger R.R. 23@—; George's Creek Coal, 82½@86.

Mississippi, Ouachita and Red River Railroad.

The *Memphis Appeal* reports as follows respecting this road:

"The Mississippi, Ouachita and Red River Railroad, of which Colonel Sappington is the general land agent, has a perfected track of thirty miles and forty miles of iron paid for and delivered. Chicot City, instead of Eunice, will be the river terminus of the road, and from the same point the narrow gauge road to Little Rock progresses rapidly. Seventy miles of this line of road are graded, iron for forty miles has been

provided and a locomotive for the road left Pittsburgh a few days ago. It is possible that Shreveport and Camden may reach the Mississippi at Chicot before the Memphis and Shreveport line is finished. New Orleans and Cincinnati will have packet lines to Chicot City.

There will soon be a vast number of cotton bales gathered at Chicot City."

The Public Debt Statement.

The following is a recapitulation of the public debt statement November 30, 1871:

DEBT BEARING COIN INTEREST.

Five per cent. bonds.....	\$277,863,700 00
Six per cent. bonds.....	1,577,186 150 00

Total.....	\$1,854,498,850 00
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Accrued interest	36,954,889 42
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DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	\$23,490,000 00
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Navy Pension fund 3 per cent..	14,000,000 00
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Certificates at 4 per cent.....	678,000 00
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Total.....	\$38,168,000 00
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Interest	244,760 00
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Debt on which interest has ceased since maturity	\$1,769,297 26
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Interest	294,346 84
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DEBT BEARING NO INTEREST.

Demand and legal tender notes.	\$357,592,801 25
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Fractional currency	40,166,036 05
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Coin Certificates.....	24,928,140 00
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Total.....	\$422,686,977 80
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Unclaimed Interest.....	14,442 13
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Total amount outstanding	\$2,317,128,124 56
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Total interest.....	37,508,387 89
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Total debt, principal and interest, to date, including interest due and unpaid

\$2,354,631,512 45

AMOUNT IN TREASURY.

Coin	\$96,256,554 81
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Currency	10,123,589 76
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Total.....	\$106,380,144 80
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Debt less amount in Treasury	\$2,248,251,367 85
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Debt less amount in Treasury	November 1, 1871.....
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2,251,713,448 03

Decrease of debt during the past month	\$3,462,080 18
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Decrease of debt since March 1st, 1869.....	\$277,211,892 16
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Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

Accrued interest, not yet paid.

Amount outstanding.....	\$27,236,512 \$680,912 80
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Union Pacific.....	6,303,000 157,575 08
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Kansas Pacific.....	1,628,320 40,708 00
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Sioux City and Pacific.....	25,881,000 647,025 00
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Central Pacific.....	1,600,000 40,000 00
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Central Branch Union Pacific.....	1,970,000 49,250 00
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Totals	\$64,618,832 \$1,615,470 80
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Interest paid by United States.....	\$12,692,475 41
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Interest repaid by transportation of mails, etc.	8,317,907 44
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Balance of interest paid by United States.....	9,374,567 97
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The earnings of the Cincinnati, Sandusky and Cleveland Railroad for the quarter ending October 1, 1871, were \$135,005 24; and for the quarter ending October 1, 1870, \$100,811 52—an increase of \$34,193 72.

THE REDEMPTION OF 5-20 BONDS BY THE GOVERNMENT.

WAS COMMENCED DEC. 1, AND IS rapidly going on, releasing a large amount of invested capital, a large proportion of which must seek reinvestment in substantial securities.

We offer and recommend the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY AS among the safest and most desirable securities to be had in the market for the secure investment of capital.

A small proportion only of the loan now remains unsold, and the reinvestment of the proceeds of redeemed Five-twenties should absorb them within a short time.

Present price, 94 and accrued interest.

Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, \$1,000, \$500, and \$100, coupon or registered.

The popularity of and demand for, the CENTRAL PACIFIC SIX PER CENT. GOLD BONDS, originally put on the market by us, and now in demand at 103½, afford an illustration of the high standing which this class of Bonds, amply secured on well managed and productive Trunk lines of Railroad must always maintain.

We buy and sell, as usual, Government and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

HARVEY FISK.

A. S. HATCH.

FISK & HATCH.

California Railroads.

The San Francisco *Chronicle* of November 9, says: The Central Pacific Railroad Company are now operating fourteen hundred miles of railroad, and are rapidly extending their lines in various directions. The San Joaquin Valley Branch, for which a subsidy was asked at the last session of the Legislature, is being extended southerly from Lathrop to Bear Creek, a point distant only 90 miles from Visalia, Tulare county. When completed to Bear Creek, all the travel for points in the San Joaquin Valley as far as Visalia will, instead of going by rail to Gilroy and thence over the mountains 140 miles to Visalia, take the railroad to Bear Creek, whence the road is level over the plains. Freight and travel to the Kern country mines will, instead of going by the way of Los Angeles, also follow the San Joaquin Valley road. The company are actively advancing, and the cars will soon be running to Bear Creek. Work on the Oregon Branch of the Central Pacific is being vigorously prosecuted, and in a few days the people of Red Bluff will be in direct railroad communication with San Francisco.

The Kentucky and Great Eastern Railroad Company has closed a contract at Cerreto, West Virginia, with the commissioners of West Virginia, by which they acquire the franchises and property of the West Virginia Central Railway Company.

James L. Mc Lane has been elected President, Robert Hooper Secretary and Treasurer, Richard B. Osborne Chief Engineer, and John T. Rigney General Superintendent of the Western Maryland Railroad Company.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT IS NEGLIGENCE ON THE PART OF FELLOW SERVANTS—RULE AS TO SELECTION OF SERVANTS AND RESPONSIBILITY THEREFOR BY COMPANIES.

The facts in the recent case of *Brickner, Administratrix, &c., vs. The New York Central Railroad Company*, (2 Lansing, 506,) are fully and clearly stated in the following opinion by

POTTER, J.—A review of this case requires the statement of the leading facts proved on the trial. The plaintiff's intestate, Frederick Brickner, was a carpenter in the employ of the defendant at West Albany at the time of the accident which resulted in his death, and which occurred in October, 1867. Brickner was at the time, and for some days previous, with three others, had been engaged in putting sky-lights into the roof of the shop of the defendant; and to effect this object had built scaffolding below the roof under the openings for the sky-lights at a height of some twenty-five feet above the floor or ground of the shop. Three such sky-lights were to be constructed; and to do this holes had to be cut through the roof of the size of the sky-light. The carpenters had to stand upon the scaffold while at work, and while raising up the timbers when raised upon the scaffolds. The first two of these scaffolds were constructed by three carpenters, of which Brickner was one. These two scaffolds answered all the purposes of their construction. The third scaffold, which was built for the like purpose of being used for the carpenters to stand upon while constructing the third sky-light, was built by two young men of the ages of sixteen and eighteen who were in the employ of the defendant, and who had little (if any) knowledge of the trade, one of whom had worked at the business but about two months.

When the three carpenters had finished the second sky-light, they were ordered by the defendant's foreman or boss carpenter, whose name was Westman, to go to work upon the third. The carpenters found the third scaffold constructed. They proceeded from the second sky-light, over the roof of the building, and stepped down upon the scaffold from the third sky-light through the hole cut in the roof for the sky-light, this being the only way to get upon the scaffold. Seen from above, this scaffold was, in its appearance, like the others which had been constructed by the carpenters; it was closely covered with boards cut out of the roof. Three of the carpenters got on this scaffold, and when the fourth, who was the plaintiff's intestate, stepped upon the scaffold, it gave way; he fell to the ground, receiving injuries which resulted in his death. The timber with which this scaffold was constructed was insufficient in size, strength or quality for a scaffold; and one of the sticks upon which boards were placed was cross-grained hemlock. There is the absence of evidence in the case that either of the directors of the defendant had any personal supervision, or gave directions in regard to any of the work at West Albany.

The directing power there, so far as the proof shows it, is that one Colby was master mechanic, under one Jones, and one Westman was boss of the gang of carpenters. That Jones and Colby were competent men, but there was proof that Westman indulged in habits of drinking, and was

occasionally intoxicated; that Colby had threatened to dismiss him for that reason; and some proof was given that he was intoxicated at the time he ordered the carpenters upon the defective scaffold. The carpenters who entered upon it did not know. They were sent to work upon it by Westman, who was the immediate boss of the gang of carpenters, and directed their work. Upon this statement the first question, in fact the only question, as it seems to me, is, was there any fact in the case to be submitted to the jury? This is a question of law. The institutions of railroads in this country, as the great medium of individual and commercial transition, has introduced into our jurisprudence new subjects of discussion in, and adjudications by the courts, as to the degree of care, caution and diligence, demanded respectively of master and servant, employer and employee, toward the other, as well as the degree of misconduct or negligence which creates liability upon the one, or which estops the other from the making a claim for damages for injuries received while engaged in the employment of such other. To a certain extent, in given cases, we may regard the law as settled by our highest courts; but the ever varying cases, in fact and feature, presented to the courts at *nisi prius*, calls upon that court, and the court of review, in the examination of a case thus changed in its presentation from every other, to apply to it, first, what is the settled law of the general and particular cases. And to that portion which appears to be novel, or a variation from settled adjudications, to apply such general principles of common law as seem to be demanded by it.

In this case we may perhaps assume, as a settled general rule, "that a master is not responsible to those in his employ for injuries resulting from the negligence, carelessness or misconduct of a fellow servant engaged in the same general business." As also, "the rule exempting the master is the same, although the grades of the servant or employees are different, and the person injured is inferior in rank, and may be subject to the directions and general control of him by whose act the injury is caused."

In the case of *Gilman vs. The Eastern Railroad Corporation*, (10 Allen, 233, 239,) an employee of the defendant brought his action for an injury occasioned by the negligence of a switchman in failing properly to adjust the switch upon the track. The court held that the plaintiff, being a fellow servant in the employ of the same railroad company, could not have recovered of their common master; but they add: "The evidence offered by the plaintiff at the trial was competent to show that the defendant knowingly, or in ignorance caused by their own negligence, employed an habitual drunkard as a switchman, and thereby occasioned the accident. Of the sufficiency of their evidence a jury must judge. If the plaintiff can satisfy them that such misconduct or negligence in the defendant caused the injury, and that he himself used due care, he may maintain his action." In the same case they say: "It is well settled, both in England and America, that a master is bound to use ordinary care in providing his structures and engines, and in selecting his servants, and is liable to any of his fellow servants for his negligence in this regard."

If the case we are reviewing depended upon the question whether a fellow servant could maintain an action against the common master for the negligence, carelessness or misconduct of a fellow servant engaged in the same general business, it would be clear that the learned judge correctly ordered a non-suit at the trial. This case, however, has evidence in it tending to sustain a different basis of right to recover, to wit: The negligence of the defendant in erecting an unsafe and dangerous structure upon which the plaintiff was placed, or directed to go, to perform his labor; and the negligence of the defendant in selecting proper and competent servants, or knowingly keeping intemperate and incompetent servants in their employ, by reason of which the plaintiff's intestate was injured. Upon this feature of the case we think the learned judge was in error in not submitting the case to the jury with proper instructions as to the law of the case, or with proper issues of fact to be found by them, upon which the law could be declared. There was evidence in this case of the incompetency of the persons who constructed the scaffold in question; the fall of which caused the death of plaintiff's intestate. They were mere boys, sixteen and eighteen years of age, unlearned in the trade of carpenters, and as a natural consequence, inexpert, and unacquainted with the strength and support necessary for such a structure. In the absence of proof as to who directed them to construct this scaffold, the presumption must be that it was the defendant, or the directing power of the defendant; some one who had the authority to direct. If the presumption should be that it was Westman, the boss carpenter, then the direction was given by one as to whose competency, by reason of his habits of intemperance, was a question of fact properly for a jury. It is entirely clear that the scaffold, as a structure, implement, facility, or appliance by whatever name it may be called, was an unsafe and dangerous one; it was constructed by incompetent persons, and of poor and insufficient materials. When this was proved, I think, the burden was upon the defendant of showing, at least, that it was constructed by a competent director of work, or competent fellow servant. If the defendant, as master, directed these incompetent boys to construct this scaffold, then they are responsible for the consequence.

Perhaps we have gone as far as necessary to show it was error in the judge to take this cause from the jury. I do not understand it to be urged as a ground for sustaining the nonsuit, that the plaintiff's intestate had been guilty of contributing negligence on his part; or, that the learned judge put his decision on that ground. Upon the argument of this case, the main point relied upon to sustain the ruling of the learned judge, was that no negligence was brought home to the defendant. That the business of employing and discharging men was left to Colby and Jones; and they being competent, whatever resulted from their negligence, is to be accounted the negligence of a fellow servant.

Though the case does not inform us who employed either Jones, Colby or Westman, as agents or operatives, it does appear that among themselves they took some rank in the order of Jones

Colby and Westman. They were all called bosses by the workmen, which is doubtless a title of superiority, perhaps each in a different department. Jones was highest; but Colby employed and discharged men; and Westman was in charge of and directed the gang of carpenters as to their work. As none but the principal has the right to employ agents and servants, without a delegation of the power to do so, the presumption must be in this case, in the absence of other evidence, that these three bosses were employed by the defendant, and each had delegated to him power to direct.

It is claimed that in cases of corporations, who can only act by agents, that the directors may be regarded as the master, or principals, and that all others, all persons in their employ, whatever may be their employment or duties, whether general superintendent, or the lowest grade of menial laborers, all stand upon an equality of co-laborers, or employees, as regards the question of negligence toward each other. This may be the rule where the executive power, the directing and superintending duties of the corporation, are performed by the directors in person, as was the case of *Warren vs. Erie Railway Co.*, (39 N. Y., 471). I have not yet learned from any respectable adjudications, that a railroad, or other corporation, by appointing a superintending agent to transact all executive duties, and surrendering to him all right to perform such duties, retaining and exercising no power to discharge such duties themselves, can escape all legal liability as master; that the superintending and controlling agent in such case can be held to be only a mere fellow servant and co-laborer, the equal with all other employees of the corporation; or, in other words, that by this device, corporations can avoid having a master to whom negligence or knowledge of defective or insufficient machinery, implements, or appliances, can be brought home, so as to create liabilities. Such a doctrine is simply monstrous. Corporations would thus be absolved from all possible liability, and the sound old maxim "*Qui facit per alium facit per se,*" would be abrogated.

A corporation cannot act personally. It requires some person to superintend structures, to purchase and control the running of cars, to employ and discharge men, and provide all needful appliances. This can only be done by agents; they are the representatives of the corporation. They are then the executive head or master. Their acts are the acts of the corporation. The duties above described are the duties of the corporation. When these directors appoint some person other than themselves to superintend and perform all these executive duties for them, then such appointees, equally with themselves, represent the corporation as master in all those respects. And though in the performance of these executive duties he may be and is a servant of the corporation, he is not in those respects a co-servant, a co-laborer, a co-employee, in the common acceptance of those terms, any more than is a director who exercises the same authority. Though such superintendent may also labor like other co-laborers, and he may be in that respect a co-laborer, and his negligence as such co-laborer, when acting only as a laborer, may be likened to that of any other, yet, when by appointment of the master, he exercises the executive duties of

master, as in the employment of servants, in the selection for the adoption of the machinery, apparatus, tools, structures, appliances and means suitable and proper for the use of other and subordinate servants, then his acts are executive acts; are the acts of a master; and then the corporation are responsible that he shall act with a reasonable degree of care for the safety, security and life of the other persons in their employ. These executive duties may also be distributed to different heads of different departments, so that each superintendent within his sphere may represent the corporation as master. In controlling and directing structures, in employing and discharging operatives, in selecting machinery and tools, thus he speaks the language of a master. Then he issues their order to their operatives. Then he is the mouthpiece and interpreter of their will. Their voice which is silent, is spoken by him. He then only speaks their executive will, not the irresponsible will of a fellow workman or co-laborer. The corporation can speak or act in no other way. His executive acts are their acts. His negligence is their negligence. His control, their control. He has in the executive duty no equal. He is not while in the performance of these executive duties only the equal of the common co-laborer or co-servant. I do not discover in this view anything in conflict with the case of *Wright vs. N. Y. Cent. R. R. Co.*, or *Warner vs. The Erie R.R. Co.*. Those cases have not held, that when a corporation exercises its executive power by an agent or superintendent, that they are not liable for his negligence as such, because he is only a servant of the corporation. That step in advance is yet to be taken by the courts in this country. Before it is taken, I think the court will take into consideration the consequences of such a rule. I doubt if they will be found inclined to open a door which should allow corporations or individuals to escape all responsibility for accidents occasioned by negligence of their executive agents, and thus suggest the expediency of managing all institutions in that way.

We are referred by the brief of the defendant's counsel, to two cases recently decided in the English courts, (*Gallagher vs. Piper*, 16 C. B. N. S. 669, and *Wilson vs. Murry* decided in the House of Lords in 1868,) which, it is said, held the rule that knowledge of negligence must be brought home to the defendants; and that it is not sufficient that knowledge of such negligence be brought to the defendants' general manager, the foreman of the scaffold in the case of an insufficient scaffold. I have not had access to the books containing those holdings, and the statement from the brief does not show us whether the master or defendants in those cases, themselves, had personal charge of their own business, or whether the whole charge of the management was committed by the master to a superintendent and general manager. That is the distinction that I have regarded as important, if not controlling, and have not felt bound in this court to adopt the rule as it is claimed. I do not think it could be endured in this country. But the negligence referred to in the English case of *Wilson vs. Murry* was the negligence of a competent and skillful workman, not the negligence which consists in the employing an incompetent and unskillful one,

through whose incompetence the injury happened. A very clear difference.

This case shows an absence of all evidence as to the actual power of those persons who exercised executive duties. The apparent authority, in such case, must be presumed to be the real authority. There were facts in the case that should have been presented to the jury. It was error to nonsuit.

Judgment reversed.

Book Notice.

THE CIVIL ENGINEER'S POCKET BOOK of Mensuration, Trigonometry, Surveying, Hydraulics, Hydrostatics, Instruments and their Adjustments, Strength of Materials, Masonry, Principles of Wooden and Iron Roof and Bridge Trusses, Stone Bridges and Culverts, Trestles, Pillars, Suspension Bridges, Dams, Railroads, Turnouts, Turning-Platforms, Water Stations, Cost of Earthwork, Foundations, Retaining Walls, etc., etc., etc. In addition to which the Elucidation of Certain Important Principles of Construction is made in a more simple manner than heretofore.—By JOHN C. TRAUTWINE, Civil Engineer. Philadelphia: Claxton, Remsen & Haffelfinger, 1872.

The first impression on a cursory glance through this neatly printed, compact volume, full of carefully executed small illustrations, was that the author had carried to excess the idea of simplifying the language and avoiding the higher mathematics. But the impression wore away with further study. It is a well devised compendium of rules and notes. It bristles with facts. The fineness of the type, and the liberal employment of simple and easily understood abbreviations has enabled the experienced author to present in addition to his comprehensive general values, specific facts of much interest, even to the general reader. As an example perhaps by no means the best, we cite from the chapter on Hydraulics:

A gutta percha pipe, $\frac{3}{8}$ inch thick, and $\frac{3}{4}$ inch bore, has sustained safely an internal pressure of more than 250 lbs. per sq. inch; equal to nearly 600 feet head. It merely swelled slightly at 837 lbs. The Croton water is carried to Blackwell's Island by a tube of that material, sunk in the East River, New York. It is kept down by weights. It is $2\frac{1}{2}$ inch bore, and about $\frac{1}{2}$ inch thick. Was laid in 1851, and is still in perfect condition in 1871. Experience has there shown that on rocky bottom the pipe must be prevented from shifting with the tide, &c., otherwise it will soon wear through. It is frequently displaced by the anchors of dragging vessels. A wrapping of canvas, confined by spun yarn, has been used as a protection against abrasion.

On Suspension Bridges he says:

The greatest danger arises from the action of strong winds striking below the floor, and either lifting the whole platform, and letting it fall suddenly, or imparting to it violent wavelike undulations. The bridge of 1010 ft. span across the Ohio at Wheeling, by Charles Ellet, Jr., was destroyed in this manner. It is said to have undulated 20 ft. vertically before giving way. It had no effective guards against undulation; for although its hand railing was trussed, it was too low and slight to be of much service in so great a

span. Many other bridges have been either destroyed or injured in the same way. When the height of the roadway above the water admits of it, the precaution may be adopted of tie-rods, or anchor rods, under the floor at different points along the span, and carried from thence, inclining downward, to the abutments, to which they should be very strongly confined. In the Niagara Railroad bridge 66 such ties, made of wire ropes 1½ inch diam., extend diagonally from the bottom of the bridge, to the rocks below. They, however, detract greatly from the dignity of a structure. Mr. Brunel, in some cases, for checking undulations from violent winds striking beneath the platform, used also inverted or up-curving cables under the floor. Their ends were strongly confined to the abutments several feet below the platform; and the cables were connected at intervals, with the platform, so as to hold it down.

The book appears admirably adapted for all the uses for which it is intended. The author quotes largely, but without any show of affectation, from his own experiments, which have been in many cases, the only ones on record in regard to a material or form, or to dimensions in common use in this country. For instance, the following, on glass, which is coming to be more and more used in first class buildings, for railway and other purposes:

The tensile strength of common glass varies from 2,000 to 8,000 lbs. per sq. inch. Crushing strength 6,000 to 10,000 lbs. per sq. inch, transversely, (by the writer's trials). Millville, N. J. flooring glass, 1 inch square, and 1 foot between the end supports, breaks under a center load of about 170 lbs.; consequently, it is considerably stronger than granite, except as regards crushing, in which the two are about equal. Remark, window and other glass which contains an excess of potash or of soda is very liable to become dull in time, owing to the decomposition of those ingredients by atmospheric influences.

The author urges as a reason for avoiding the abstruse mathematics, what is worthy of deep attention from all classes of readers; that "nature rarely combines high mathematical talent with that practical tact and observation of outward things, so essential to a successful engineer."

The book can, we presume, be procured of most book dealers. It can certainly be obtained by mail directly from the publishers. See advertisement in another column.

Parkersburg Branch Railroad.

At the annual meeting of the stockholders of this company in Parkersburg, W. Va., on the 28th ult., the directors presented the report of the operations of the road for the fiscal year ending September 30, 1871, by which it appears that the gross earnings amounted to \$738,095 34, an increase, as compared with the preceding year, of \$171,210 85, and the operating expenses, including the maintenance and improvement of the roadbed and taxes, amounted to \$721,288 03, an increase of \$59,507 62 over 1870. This leaves a balance of earnings of \$11,80731, against a deficit of \$99,895 42. The report shows that 3,927 tons, or nearly 42 miles of new and superior rails have been laid, which required 114,495 new cross-ties. Most of the bridges have been strengthened, and in some cases have been entirely renewed, besides two or three miles of additional sidings. The roadbed, in its present condition, is superior in most respects to the main stem of the Baltimore and Ohio

Railroad, and by the completion of the great Ohio River bridge, uninterrupted rail communication is secured to the West.

Virginia Valley Railroad.

At a meeting of the directors of this company in Baltimore on the 28th ult., the president, Mr. Robert Garrett, made the following remarks:

Gentlemen—I have the pleasure to inform you that since the last meeting of the Board, after full consideration, arrangements were perfected by which the subscriptions of the Baltimore and Ohio Company and the city of Baltimore, each for a million of dollars, were obtained. In the expectation of accomplishing this result, our engineers were instructed to press their work, so that the whole line might be located and placed under contract at the earliest practicable period. I have the satisfaction of stating that the report of the engineer in charge (Major Richard Randolph) will now be submitted, in reference especially to the location of the route between Harrisonburg and Staunton. I trust the information will be found sufficiently definite on this subject to enable the Board to decide upon a line and authorize advertisements for contracts for the work promptly.

Full forces of engineers have been diligently engaged in locating a route between Staunton and Salem, and I hope at an early day to be able to submit the requisite information for your action on this subject also.

After the reading of Engineer Randolph's report a statement was made and papers submitted setting forth the amount of subscriptions and the releases of right of way upon each of the lines located between Harrisonburg and Staunton.

After a full consideration of the facts furnished, the action of the Board was unanimous upon the adoption of the eastern route.

Proposals for contracts upon this line will at once be advertised for, and it is designed that the line shall be pushed rapidly to completion.

The citizens of the town of Harrisonburg, recognizing the great importance of this work and its future advantage to their community, have granted the company a free right of way through their town, and the company have also been met appreciatively and liberally on the line adopted between Harrisonburg and Staunton.

The line which the Board determined to adopt possesses material advantages in distance and in grades. The length of the located line will be twenty-six miles, and the ruling grade will not exceed fifty feet to the mile. It was further determined that the location of the entire route to Salem shall be vigorously pressed, so that the entire line shall be placed under contract to be constructed at the earliest practicable period.

Tennessee Railroads.

At the sale of the interest of the State of Tennessee in various roads, recently held, the road from Tullahoma to McMinnville, twenty-six miles in length, was bought by the Memphis and Charleston Road. At the same time it bought the Winchester and Alabama Road, thirty-nine miles in length, running from Decherd to Fayetteville, Tennessee.

The new road leaves the Memphis and Charleston at or near Huntsville, crossing the Winchester and Alabama west of Winchester. From the crossing of this road south graders are now at work. From this crossing the road runs northeast to Tullahoma; from Tullahoma to McMinnville it is in first-class condition.

Graders are at work between this point and Sparta. The bridge over Colline river, three and a-half miles from town, is nearly finished, and the piers for the Caney Fork bridge are under way. From this point to the Kentucky line the road will pass through White, Putnam and Overton counties. White and Overton have subscribed \$120,000 each, and Putnam will do nearly as well. There is every assurance that the road will be under contract to the State line of Kentucky by April 1, 1872.

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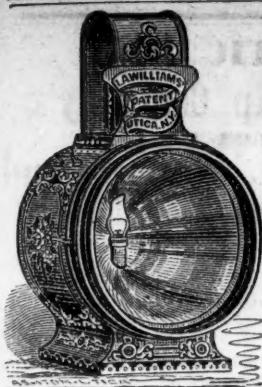
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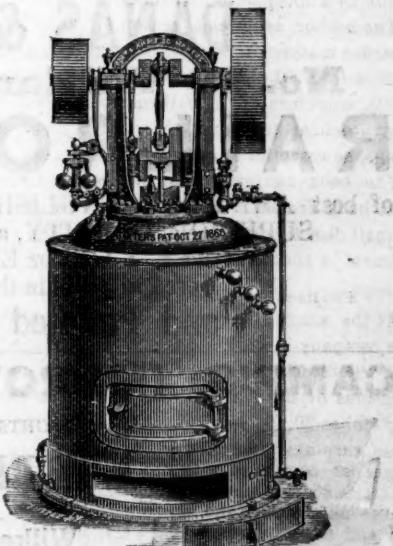
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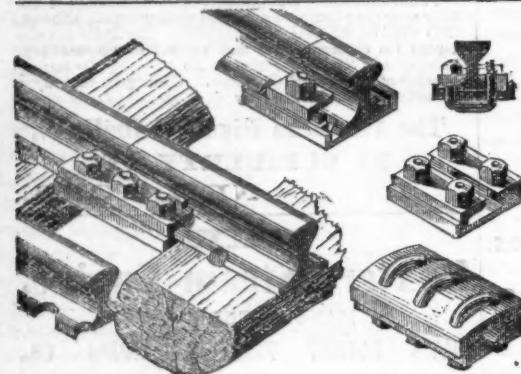
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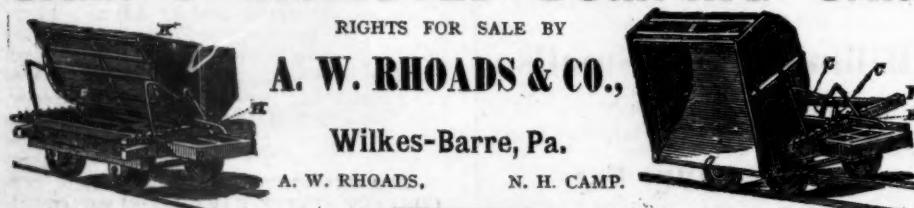


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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TO DUMP THE CAR. — Fig. No. 2, Car Dumped.

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